VOL. CCXXII, No. 2898
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Regd

THE SPHERE
With which is incorporated "BLACK & WHITE"
AUGUST 27, 1955

The SPHERE

with which is incorporated The GRAPHIC

BULMER'S
Pomagne
BY APPOINTMENT
CIDER MAKERS TO THE LATE KING GEORGE VI
H. P. BULMER & CO. LTD., HEREFORD
CHAMPAGNE CIDER
Made by the same process as Champagne

EL TROVADOR
JAMAICAN CIGARS
FABRICA DE TABACOS · EL · TROVADOR · JAMAICA

*A*pollinaris is the natural mixer with Scotch...
ask for a Scotch and POLLY

Cussons
IMPERIAL LEATHER
LUXURY TOILET AND BATH SOAPS

ABDULLA | MAKE THE BEST | VIRGINIA CIGARETTES

By appointment Cyder makers to THE LATE KING GEORGE VI · THE LATE QUEEN MARY
WILLIAM GAYMER & SON LTD · ATTLEBOROUGH & LONDON
GAYMER'S
CYDER
FOR THOSE WITH A TASTE FOR QUALITY

Lindt
THE CHOCOLATE OF THE CONNOISSEUR
CHOCOLAT LINDT
ROD. LINDT FILS
ESTABLISHED 1879

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

PUBLISHING OFFICE : INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/-

Just what do you look for in Television?

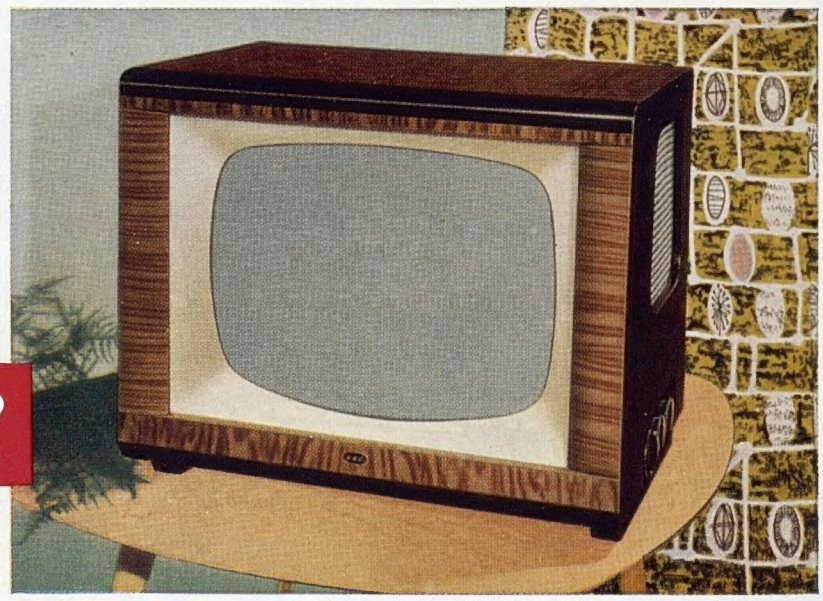
When you consider television sets do you find yourself lost in the maze of conflicting claims? Puzzled and confused as to which set to invest in? Can you find a thread to follow in the mass of information thrust at you to 'help' in your selection of the television *you* want?

We sympathise. Appreciate the difficulty. But just consider the advantages of G.E.C. These famous initials are your guarantee of a television set developed by the giant resources of The General Electric Company Ltd. They assure you that no technical detail has been left to chance. In addition to all the usual laboratory tests and measurements each new model has been field tested on the new commercial wavelengths through the company's own Band III transmitter. How important, with the new wonder of Commercial Television. The set you buy now will be unrivalled for picture brilliance, dependability, performance and technical perfection *whatever your choice of programme.*

See your approved G.E.C. dealer or write for fully descriptive publication BT3015 to:—

THE GENERAL ELECTRIC CO. LTD.
MAGNET HOUSE, KINGSWAY, W.C.2

17 inch BT2745 **77 gns.**
14 inch BT1252 **65 gns.**
} *tax paid or hire purchase*



you can't go wrong with G.E.C.

says **EAMONN ANDREWS**

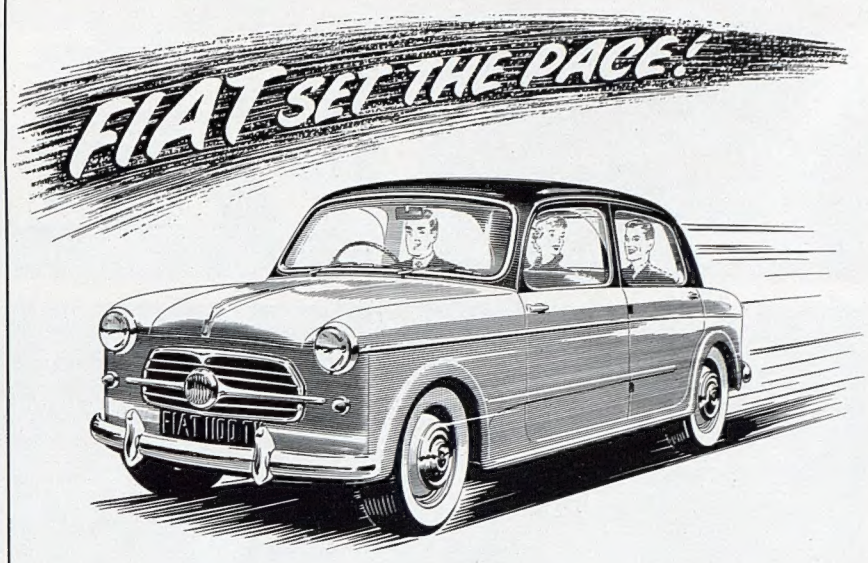
If you feel you deserve the best . . .

Try a 'Tricoline' Shirt
made to measure

All your personal fancies can be incorporated in a made-to-measure shirt in "Tricoline". Whether you are long in the arm, broad across the back, have your own own pet collar shape or your own views on buttons and cuffs—all can be looked after to your outward (and inner) satisfaction by a visit to Horne Brothers. A "Tricoline" shirt, made-to-measure and including two "Trubenised" collars costs 69/6.

HORNE
BROTHERS · LIMITED

415/417 OXFORD STREET, LONDON, W.1. *Branches throughout London and the Provinces*



THIS is a car for a sensation. Something really beautiful to drive. From the time you touch the self starter, this car goes with ZEST It has power, vivid acceleration, lightness of all controls, delightful gear change and gives a relaxing feeling of confidence when cornering at speed. The car with flashing acceleration for the enthusiast — and high power to weight ratio giving amazing economy. The Autocar Road Test 33.5 m.p.g. Definitely a 'one-man' car and one that you will be proud to own.

THE 1100 T.V.

Tourismo Veloce *(Fast Touring)*
Over 85 M.P.H.
Price £750 (Plus P.T. £313.12.6.)
(including heater, fog lamp and overiders)

ALSO THE FIAT 1100 Price £578.10.0. (Plus P.T. £242.3.4.) 77 m.p.h. 36 m.p.g. The standard version with all the charm of the faster model.

Other famous cars of the Fiat range include **The 600, The 1400 and The 1900**

For all these models, enquire from the Sole Concessionaires

FIAT (ENGLAND) LTD., WATER ROAD, WEMBLEY, MIDDLESEX,
AND FROM ALL OUR DISTRIBUTORS AND DEALERS WHO ENSURE SERVICE AND SALES EVERYWHERE IN THE U.K. AND IN THE WORLD.

Firestone
TUBELESS TYRES
proved in service since 1951

Experience Counts —

27 Factories throughout the world. Total sales exceed £1,000,000 per day.
Production of Tubeless Tyres from Firestone factories throughout the world exceeds 1,500,000 per month.

The Firestone TUBELESS TYRE with the *SAFETY-LINER* protects against

BLOWOUTS

In this safety tyre the tube is replaced with an airtight Safety-Liner which is bonded to the inside of the tyre. No tube to pinch, tear or blowout if injury to the tyre body occurs. Damage which might cause a conventional tyre to blowout becomes as harmless as a slow leak.

PUNCTURES

No more roadside delays, because the airtight Safety-Liner which is bonded to the inside of the tyre clings to penetrating nails and sharp objects, preventing loss of air and enabling completion of a journey without changing tyres.

Firestone TYRES — consistently good

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
MOTOR VEHICLE MANUFACTURERS
FORD MOTOR COMPANY LTD.

"John simply has to be there on time!

Everyone who is anyone will be there.

Could we all go down in your Zodiac ? . . .

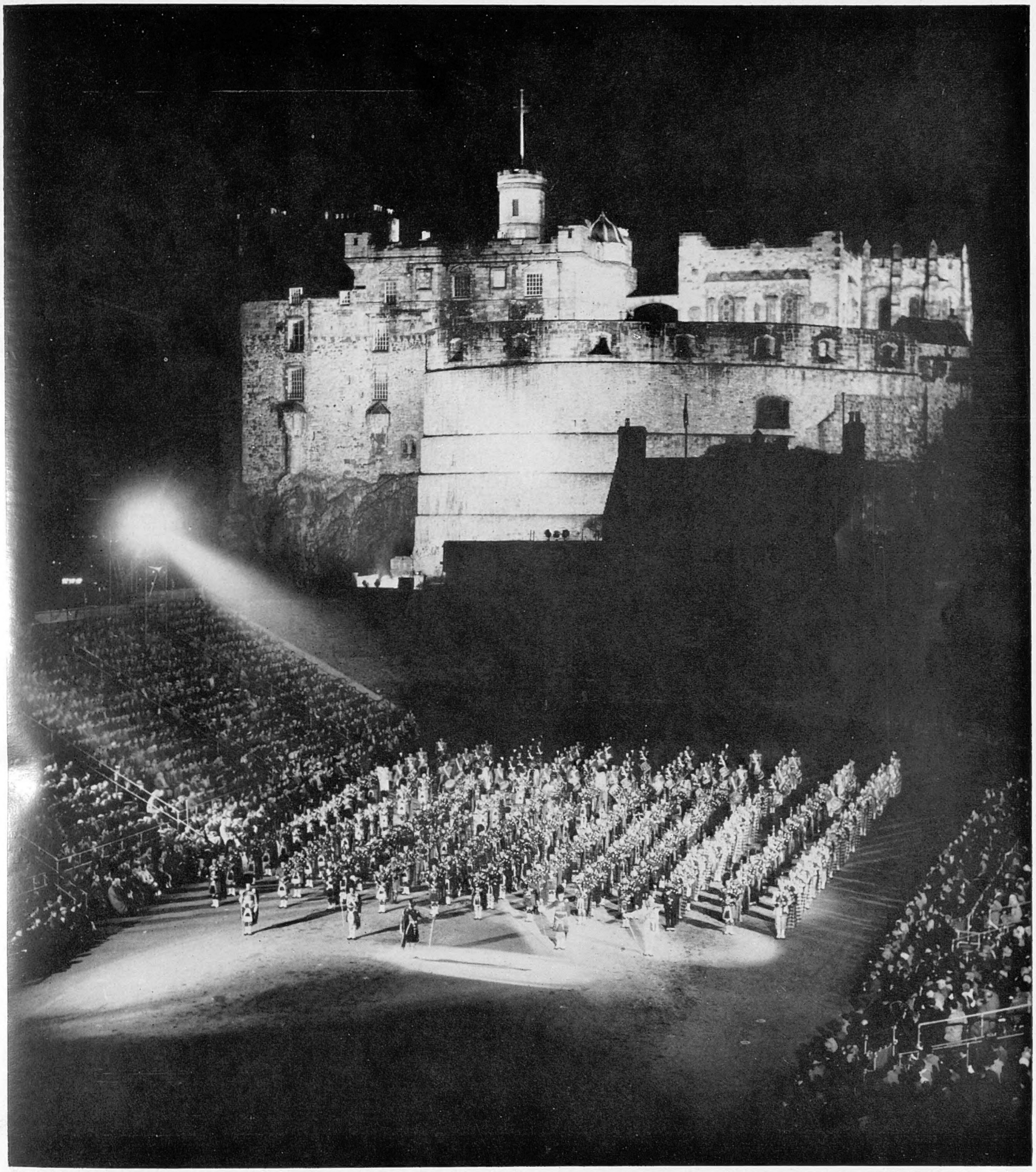
IT'S A REALLY LOVELY CAR!"

Zephyr ZODIAC

FORD '5-STAR' MOTORING | THE BEST AT LOWEST COST

Volume CCXXII No. 2898 The SPHERE, London, August 27, 1955

The SPHERE
with which is incorporated THE GRAPHIC



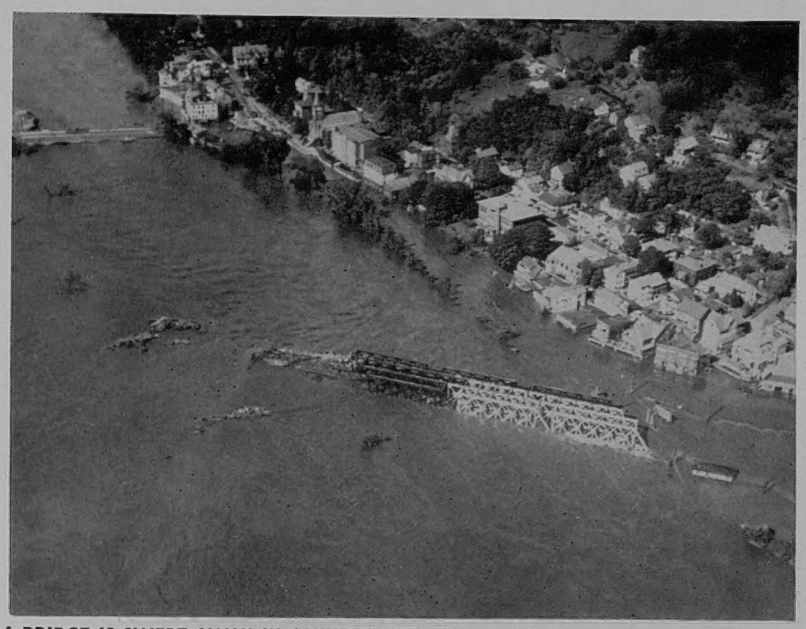
THE 1955 EDINBURGH TATTOO—THE SPECTACULAR MILITARY SHOW WHICH MARKS THE OPENING OF THE INTERNATIONAL FESTIVAL OF DRAMA AND MUSIC: Festival visitors pack the seats to witness the opening of the tattoo on the esplanade of Edinburgh Castle. Here the massed pipe bands of the British Commonwealth, which include pipers from Canada, Scotland, Pakistan, Australia, New Zealand and South Africa, play the "Skye Boat Song." The Edinburgh Tattoo is produced by Scottish Command.

The Edinburgh Tattoo has earned the reputation for being the colourful and spectacular, although unofficial, opening of the Edinburgh Festival. The old favourites on the programme, the historical pageants and the massed pipe and drum bands, have been retained and new items introduced. In previous years it has been the custom for drill to be carried out by timing and hushed commands, but this year the display by the Scots Guards is accompanied by the stentorian shouts of a sergeant-major. The greatest volume of sound, however, comes from the massed pipes and drums—220 strong, and representing regiments from Scotland, Ireland and the Commonwealth. This is the thrilling climax to the display, but the finale remains the quiet and eerie lament played by a lone piper on the battlements of the castle. The official inaugural service for the Festival was held at St. Giles Cathedral, on Sunday, and this year was attended not only by the dignitaries and officials from many spheres of Scottish life, but also by some thirty officials from twenty foreign universities, who attended at the invitation of the city, the university and the Festival Society.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

FLOODS WREAK HAVOC ON THE EASTERN SEABOARD OF AMERICA

NORTH-EAST PENNSYLVANIA UNDER SWIRLING FLOODWATERS : The fine highway is partly under water, and telegraph poles only just show above the floods in this view of the area around Stroudsberg, Pennsylvania. It was near Stroudsberg that thirty-one women and children lost their lives at a summer camp.



A BRIDGE IS SWEPT AWAY IN CONNECTICUT : This aerial view shows the Tomlinson Bridge swept away at Naugatuck to cut off thousands of inhabitants. Military and civilian helicopters came to the relief of the flood victims in New England.

A TOWN IS RAVAGED : The normally placid stream that flows through the little town of Torrington Connecticut, is transformed into a vicious raging torrent as the heavy rains, following Hurricane " Diane," were unleashed over the north-eastern states. Over 200 lost their lives

A NEWS REVIEW

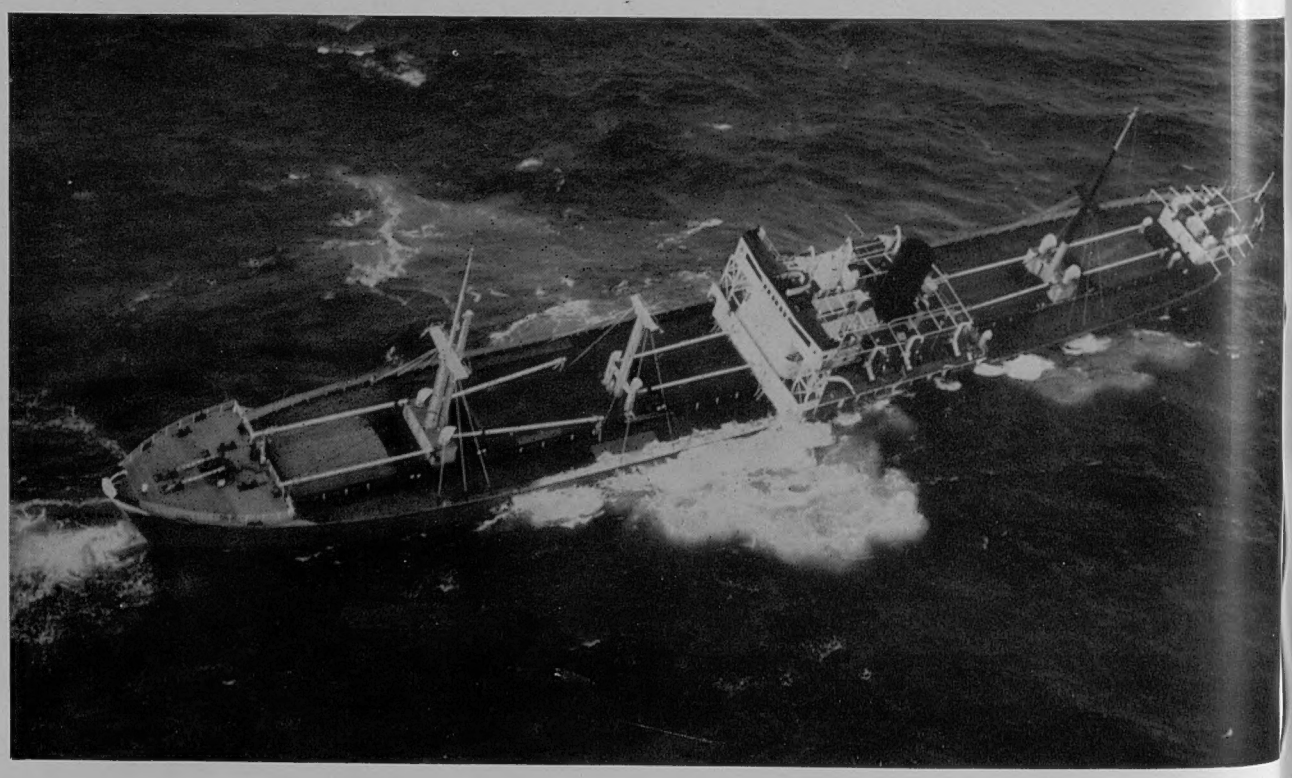
The Floods in the United States ; Ships in the News Around Britain ; Sporting Events in England and Holland ; and Constitutional Advance in East Africa

In the wake of Hurricane " Diane" came rai of such torrential intensity that neith river nor creek, nor the ground, bone ha after weeks of drought, could contain the The five states hit by this catastrophe— declared major disaster areas by the President— were Connecticut, Massachusetts, Pennsylvani New Jersey, and Rhode Island. The greate number of casualties came from Pennsylvani Here a number of towns including Scrant were entirely without water supply as the Riv Delaware burst its banks and ravaged th countryside in three states. A most harrowin tragedy was enacted near Stroudsberg, Pennsy vania, at a summer camp in the Pocono Moun tains. This camp was completely washed awa when a creek overflowed during the night, an the forty women and their children who we staying there could only watch the wate carry off their fellow-campers one by one. On nine people survived to tell the tale. Altogethe the total death roll was more than 20

On right—

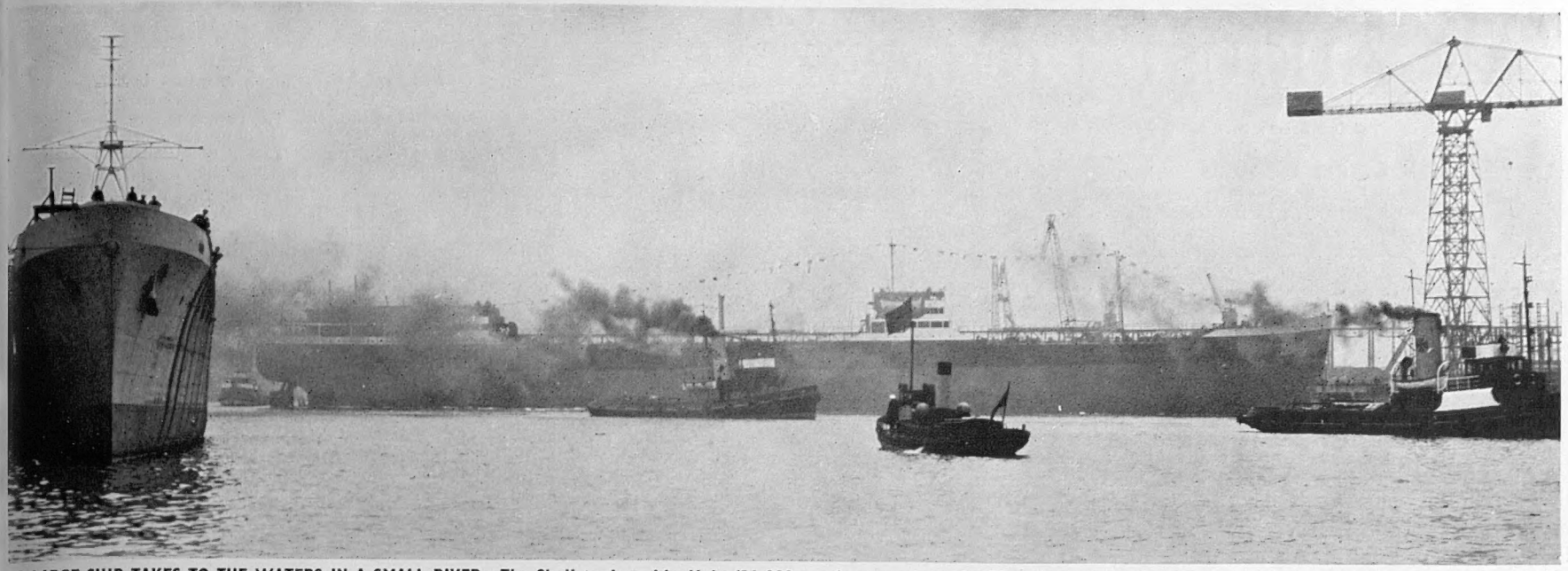
ADRIFT IN THE ATLANTIC

A STRICKEN BRITISH FREIGHTER AT THE MERCY OF THE SEAS : The motor-ship *Argobeam* heels perilously to port as she is tossed by the gales of the Atlantic about 250 miles west of the Outer Hebrides.



The *Argobeam* (7,133 tons) was carrying coal from the United States to Copenhagen when fire broke out below deck. On her call for assistance the Swedish ship *Kungsholm* came to her aid, and took off thirty-four of the thirty-six members of the crew of the British vessel before continuing her voyage to New York. The two who refused to be rescued were the Master of the ship, Captain George Watson, of South Shields, and the First Officer, Mr. K. Seaman. Also standing by the *Argobeam* was the British weather ship *Weather Recorder*. Meanwhile, tugs were summoned to the scene from Scapa Flow, and by the time they arrived, after a 350-mile journey, the *Argobeam* was beginning to ship water in quantities. The Master and First Officer were taken off by the salvage tug *Metinda*, which escorted the *Salveda* on her hazardous tow of the freighter through heavy fog and increasingly bad weather. The seas, which included 11-ft. waves, prevented a boat being launched to put pumping equipment on board the *Argobeam*, so that the success of the enterprise was very much at the mercy of the Atlantic Ocean. The vessels headed towards the Minch, the channel between the west coast of Scotland and the Hebrides.

MASTERLY PLANNING IN THE LAUNCH OF A SHIPYARD'S BIGGEST VESSEL



A LARGE SHIP TAKES TO THE WATERS IN A SMALL RIVER : The Shell tanker ship *Vola* (31,000 tons) comes into the River Tyne from the slipway of Messrs. Hawthorn, Leslie and Co.'s yard at Hebburn. The launching was a unique occasion, for the *Vola*, the largest ship built at this yard, is 660 ft. long and the Tyne at this point is no more than 810 ft. wide. Thus, with between only a fifth and a quarter of the ship's length of water to spare, the most careful planning was necessary for the launch. Even before she entered the water, nine anchors, attached to the hull by stout chains and bedded in the river, were taking the strain. By these means the *Vola* seemed almost poised over the river before she swung round to be hauled away by tugs for fitting-out. As Sir Robin Rowell, the chairman of the company, put it, the problem had been to launch a large ship into a small river. Without any doubt the problem had been most successfully met by Hawthorn, Leslie's engineers. The launching ceremony itself was performed by Lady Crace, wife of Admiral Sir John Crace (ret.). S.T.S. *Vola* is one of a number of tankers being built for Shell Tankers Ltd. She will be primarily employed on the carriage of crude oil from the Middle East. Her internal tanks are so arranged that the wing tanks will be able to take in ballast while the centre tanks are discharging oil. This will enable her to have a fast turn-round. The ship is a single-screw steam tanker of the single-deck type with poop, short bridge and forecastle decks. She has a raked stem and cruiser stern. Her speed through the water will be 16 knots. Her steering is of the four-ram electro-hydraulic type with two electrically-driven pumping units. Accommodation for the officers and crew is spacious. Nearly all members of the crew will be berthed in separate cabins.

A SUCCESS FOR ASTON MARTINS IN THE GOODWOOD NINE-HOUR RACE

THE START OF THE INTERNATIONAL NINE-HOUR RACE AT GOODWOOD ON SATURDAY : Among the cars seen in this picture is the Aston Martin (No. 3 on the right), driven by P. Walker and R. D. Poore, which came in first, completing 309 laps at an average speed of 82.24 m.p.h. Car No. 11, seen just crossing the line, is the D-type Jaguar, driven by D. Titterington and N. Sanderson into second place with 308 laps. Another Aston Martin (P. Collins and C. A. S. Brooks) was in third place. The Ferrari driven by M. Hawthorn and the Marquis de Portago was at one time in the lead, and Hawthorn set up a new lap record for sports cars of 91.14 m.p.h., but near the end of the race the car was permanently withdrawn with a rear axle defect.

IN NEXT WEEK'S ISSUE

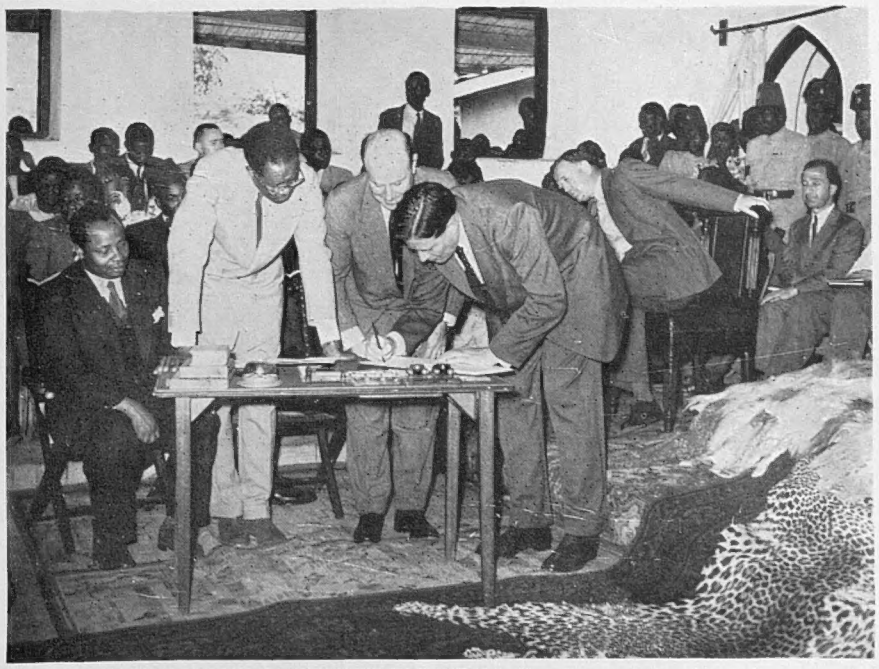
FARNBOROUGH AIR DISPLAY

B. J. Hurren Comments on this year's Show in a "Sphere" Feature Illustrated with Photographs and Drawings by Cavendish Morton

AN EAST-WEST SPORTS FIXTURE IN HOLLAND

AMERICAN-RUSSIAN ENTENTE—A GAME OF VOLLEYBALL ON NEUTRAL GROUND : The match between teams from the American and Soviet Embassies in the Netherlands is seen in progress at Rijswijk. The umpire, at left, is Dr. W. Nijhof, of the Dutch Foreign Office. The Soviet Embassy team won the match by two games to one. The spectators were made up of diplomats and their families from both the embassies and a large contingent of representatives of the Dutch Press, who had assembled to witness this latest manifestation of peaceful coexistence between East and West in the sports arena.

A NEW CONSTITUTION FOR BUGANDA



SIGNING THE NEW BUGANDA AGREEMENT IN KAMPALA: Seated around the table as the agreement, which will give a new constitution to the province is signed, are, from left to right : Latimer Impagi, Treasurer of the Buganda Government ; Paulo Kavumo, Premier of Buganda ; R. L. E. Dreschfield, Q.C., Attorney-General of Uganda ; and Sir Andrew Cohen, the Governor of Uganda. Under the new agreement the Kabaka will become the constitutional monarch and Buganda representatives are to serve on the Uganda Legislative Council. The agreement also envisages reforms in the make-up of the Lukiko, which is the traditional assembly of the Baganda.

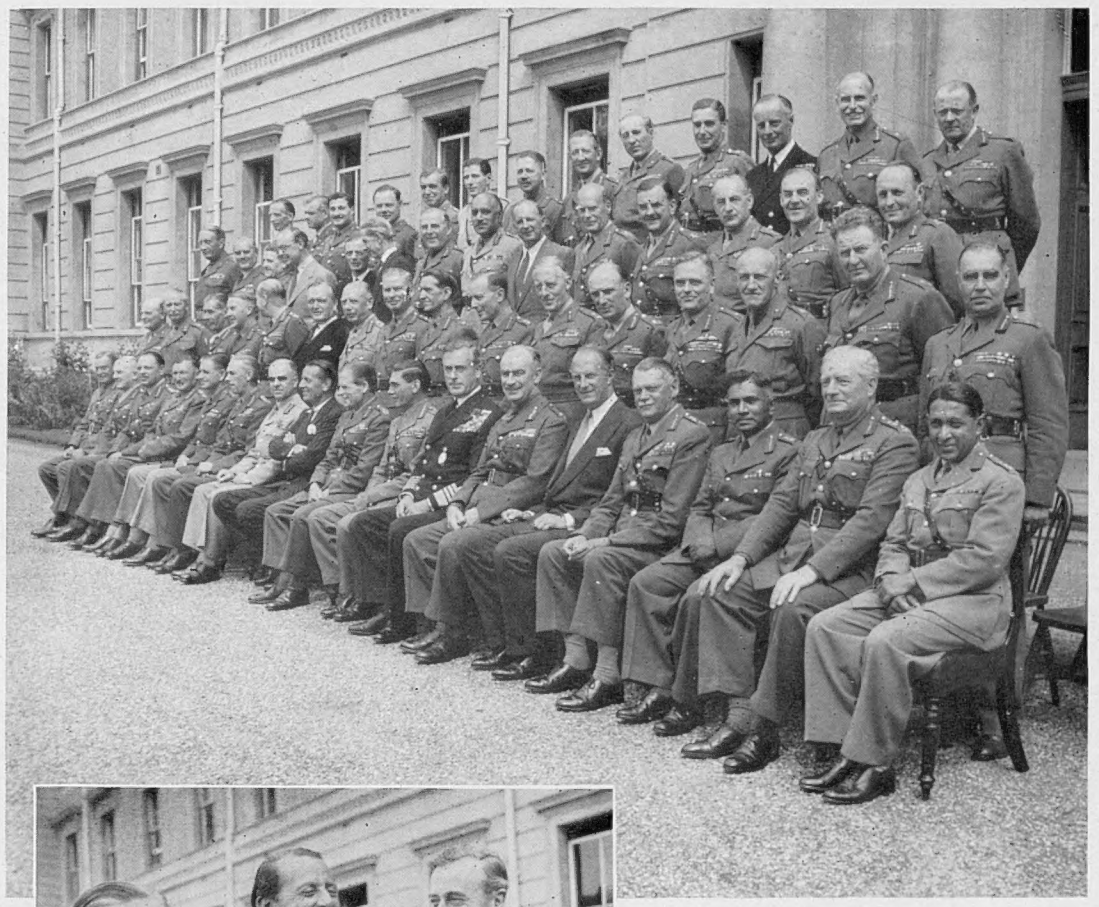
AN AUGUST COMMENTARY

(THE OLD STAGER *is on holiday—The London Newsletter will be resumed next week*)

Mr. Marshall Gains Ground.—The first steps towards self-rule for Singapore have been taken. As a result of the personal visit to the island by the Colonial Secretary, Mr. Lennox-Boyd, it has been decided that the Governor should act on the advice of the Chief Minister, except on the question of dissolving the Assembly or suspending the Constitution. At the same time, the Government in London welcomes a visit from Singapore Ministers to discuss self-rule. Both these decisions are concessions to the likeable Mr. David Marshall, the first Chief Minister of Singapore. He was hardly exaggerating when he told the Assembly that the decisions marked the beginning of a new era. It was on the question of the Governor's right to overrule the Chief Minister's advice that the crisis which has now been solved arose some weeks ago. In great indignation Mr. Marshall threatened to resign, and it was only a series of soothing telegrams from such different people as the Prime Minister of the Gold Coast and Mr. Lennox-Boyd that prevented him from doing so. The Colonial Secretary flew out immediately, and his conciliatory attitude is said to have made a considerable impression on Mr. Marshall. The invitation to come to London (probably next spring) is of equally far-reaching importance. Without raising hopes too high, the Government have indicated that self-government is within striking distance of Singapore. No doubt, foremost in the minds of both parties will be the fact that Tengku Abdul Rahman, who gained such a resounding victory in the Malaya elections, has declared that he seeks independence by 1959. He, too, will have to be heard in Whitehall before long. One can only hope that progress in combating terrorism in the jungle will match any progress that is made during the self-government talks held in Westminster.

Five-Day Week in the Shops.—Mr. T. A. Bowen was courageous when he made his proposal for a five-day week for shop assistants, which is to involve Monday as well as Sunday being a day of rest. As chairman of a group of large stores which employs more than 5,000 people in London, Mr. Bowen has experienced difficulty in finding staff—a problem that is faced by shops of all sizes up and down the country. A 5½ or six-day week (often it is Wednesday or Thursday afternoon that is free) will not tempt the girl or young man who can earn as much elsewhere in a five-day week. But whether Monday is the best of all days must be left open to doubt. Mr. Bowen rightly argues that on Saturdays most people have time for shopping, and that the shops should remain open on that day. But what about the precious half-day on which the shop assistant can do his own shopping? And if, as is often the case, the shop assistant is a married woman, would she not feel aggrieved at having to spend at work the one weekday on which her husband is at home? While obviously the time will come when shop assistants will also enjoy a five-day week, it is more likely that the correct solution to the problem will lie in "staggering" the free days. A large enterprise, with plenty of staff to manœuvre with, might be able to arrange a roster so that each member has a whole weekday off, while the shop remains open six days in the week. Alternatively, a roster could be arranged among shops through the local Chambers of Commerce, so that some shops would always be open any weekday. The sentiments behind Mr. Bowen's suggestion are most commendable. But one can envisage opposition from those who wake up with the Monday-morning feeling and are then forced to stay at home!

Ransom at Earls Court.—For the third time in five years the Radio Show at Earls Court is threatened by the refusal of the leaders of the Electrical Trades Union to allow their members to work on the exhibition site at the rates previously agreed. The tactics of the Communist-led union are by now well known. Refusing to continue working at the agreed rates, a week before the Show is due to open and demanding an immediate and substantial increase, the electricians are ordered to go on strike, thereby making quite certain that, if the exhibitors give in to them, they will not only benefit from the new rates of pay, but will also have many hours of overtime to work in which to reap the fullest advantage. And just for good measure, the union bosses take the opportunity of trying to get the B.B.C. to adopt the principle of the closed shop where there is no possible justification for it. All the year round B.B.C. engineers work in perfect harmony with members of the E.T.U. Then, a week before the Radio Show is due to open, the cry goes up that the B.B.C. technicians must also be members of the same union. All this is familiar history, but the fact that is not generally realised is that this is the large-scale and public application of the "stand and deliver" tactics by certain unscrupulous union bosses against smaller concerns up and down the country who are not always in a position to resist these demands for ransom. The reason that the case of the Radio Show is so important is that the exhibitioners could simply decline to meet the demands, and the Radio Show would be cancelled. The loss to the radio industry and others involved would be great. But it would be proportionately much smaller than that incurred by the electricians. And the loss of face which the leaders of the E.T.U. would suffer would be far greater than any loss of prestige which would result for the exhibitors.



THE CHIEF OF THE IMPERIAL GENERAL STAFF'S ANNUAL CONFERENCE AT CAMBERLEY: The formal group of those attending "Exercise Onward," the three-day conference held under the C.I.G.S., Field-Marshal Sir John Harding, at the Staff College, Camberley, last week. This was Sir John Harding's last conference, and among those present was his successor, General Sir Gerald Templar (sixth from left in the front row). *On left*—Admiral Earl Mountbatten, the First Sea Lord, who was attending the conference, has the Secretary of State for War, Mr. Antony Head, in fits of laughter. At left is Field-Marshal Sir John Harding.

Flunkeys on the Airstrip.—There has been a great deal of misguided talk since the revelation that batmen at an R.A.F. officers' mess were dressed up as Regency footmen at a ball held there. The very term "flunkey" which has been chosen to describe the airmen by those who appear to be outraged by the occurrence is, by definition, an insulting one and does less than justice to the men concerned. But the outcry has served to reopen the whole question of officers' batmen in the Services. The first thing to remember is that a soldier or airman who chooses to be an officer's servant has volunteered for the job. He is not forced to do it, and unlike civilian life, there are plenty of alternative jobs for him. Nevertheless, there are many who seem to take the risk of getting inferiority complexes, as one airman says he did, and are willing to serve as batmen. The Air Ministry has stated that, of 5,000 batmen in the R.A.F., 4,000 are Regulars. In the Army the proportion between Regulars and National Servicemen is probably somewhat different, but there, too, the Regular soldier is only too keen to get the job. The reason is not far to seek: the life is comfortable, although the work may be hard and at odd hours. One can do much less work in most other parts of the barracks or the aerodrome, but there are extra pay and small perquisites to be considered. On active service the batman has a vital role to fulfil which is often forgotten by critics. In the Army, for example, the batman is a trained driver or wireless operator as well. But quite apart from those duties, he has a very definite task to perform for his officer. In the British Army the junior commander (below the rank of general) has a tremendous burden of responsibility to bear on active service. If he has to worry about such trivialities as where he is going to sleep or how he is going to eat he will be in no state to carry out those responsibilities properly. The American junior officer has to bear hardly any of the administrative and tactical burdens in the field that his British counterpart has to carry. Perhaps that is why the Americans can—officially, at any rate—dispense with batmen for junior officers.

Fighting Philosopher.—The death has occurred in the past fortnight of two men who, in their widely differing spheres, were great fighters who provided rallying-points for large numbers of people badly in need of guidance and leadership. One was Germany's pre-eminent novelist, Thomas Mann, the other Britain's renowned Royal physician, Lord Horder. To the educated German of the pre-1933 era Mann personified *Kultur*. His long philosophical novels, acclaimed throughout the world and honoured (with *Buddenbrooks*) by the Nobel Prize in 1929, were the kind of literary fare which Germany seems to produce. Mann is not light reading, least of all in German itself, where the reader has to wade through hundreds of words of complicated clauses before reaching a full-stop. But there was no mistaking, in any language, the author's deep and stimulating insight into the ways of man. It was when he defied Hitler, however, that Mann became the rallying-point of anti-Nazi Germans throughout the world. For a time he enjoyed a great success in the United States (of which he became a citizen) and in this country. But with the end of the war he became dissatisfied with his life in the New World and in 1949 he returned to Europe. It was then that he became a rallying-point for a second time—as the great man who would not give up Europe for the worldly delights of America, which in those days of austerity were apparently irresistible. His disillusion with post-war Germany did nothing to lessen Mann's love for the Old World, and it was there that he died.

Fighting Physician.—Lord Horder, until his retirement from public affairs only a few years ago, was never out of the news for long. As physician to three kings he found himself in the forefront among medical men. But as a fighter for causes in which he believed, be it the Government's general policy for public health or the addition of a ward in a hospital, he was as doughty as he was indefatigable. When in 1945 the protracted negotiations took place between the medical profession and Mr. Aneurin Bevan's Ministry on the implementation of the National Health Scheme, it was Lord Horder who represented the British doctor. He was against the original scheme, and he made no bones about it. He believed that it would lead to a lowering of professional standards and an eventual deterioration in the welfare of the people. But there was nothing impractical about this son of Bart's. When he saw that the scheme was inevitable Lord Horder put all his vigour and determination into improving it. At a time when medical men in this country were puzzled and bewildered by the revolution with which they were faced, Lord Horder provided the leadership and the knowledge of what was wanted, which to a great extent made the Health Service the acceptable scheme it is to-day. It was his loyalty to his ideals which will remain an example to his contemporaries.

DEESIDE'S ROYAL STALL HOLDERS

Members of the Royal Family Help at a Sale of Work in Aid of Crathie Church

SURVEYING THE SCENE BEFORE THE OPENING OF THE SALE OF WORK IN THE GROUNDS OF ABERGELDIE CASTLE, ON DEESIDE: Members of the Royal Family who had travelled from Balmoral, where they are on holiday, are seen examining the contents of a stall before the opening of the sale. The sale of work, sponsored by Queen Elizabeth the Queen Mother, raised £2,200 for a new vestry for Crathie Church. This is the church the Royal Family attend during their residence at Balmoral. The Royal stalls were placed in tents and between 3,000 and 5,000 people queued in the grounds of the castle long before the sale was opened. At a signal from the Queen Mother the entrances to the tents were opened and the crowd surged up to the trestle tables where the Queen, the Duke of Edinburgh, Prince Charles, Princess Anne, Princess Margaret and many others were waiting to serve. Business was brisk and the Royal Family toiled in sultry weather for three hours until almost all the goods had been sold.

ON THE EVE OF HER BIRTHDAY : Princess Margaret serves one of her many customers at the sale. On leaving the castle the Princess stumbled and fell, but was able to resume her journey within a few minutes.

THE ROYAL SPONSOR OF THE SALE : The Queen Mother had a 30-ft. trestle table as her stall and it was laden with more than 1,000 items. This was the third Royal Fête held in aid of Crathie Church.

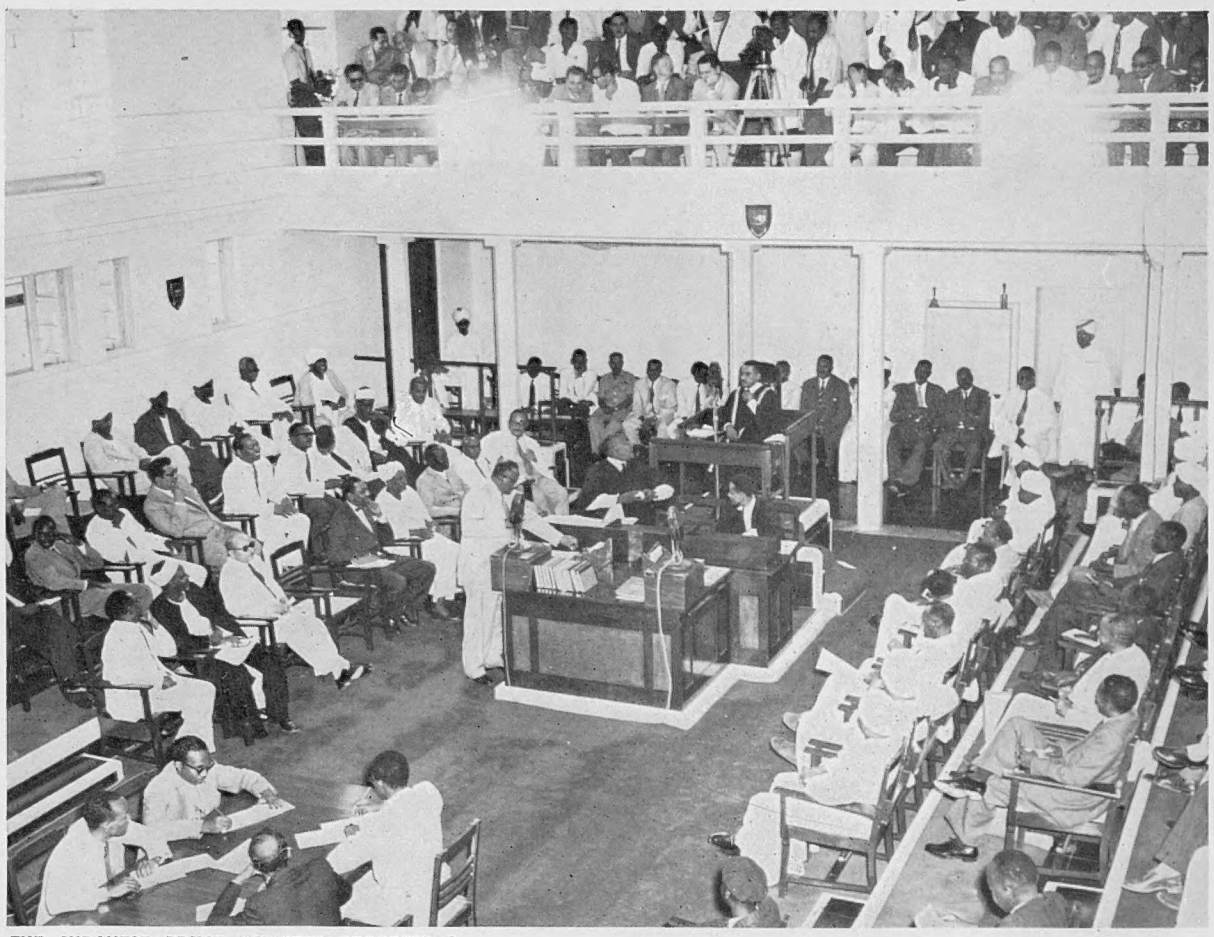
THE ROYAL CHILDREN PLAYED THEIR PART : Prince Charles and Princess Anne sold coloured postcard views of Balmoral and sprigs of heather. Customers were able to post the cards direct from the sale. Both children took a great interest in their work and had ready smiles for their customers.

IN THE PRODUCE TENT : The Duke of Edinburgh was helped by Prince Georg of Hanover and Prince Michael of Kent, and by the end of the afternoon there was very little left on the stall. *On right*—**The Queen leans forward to answer a question from a customer, while others push forward with their money.**

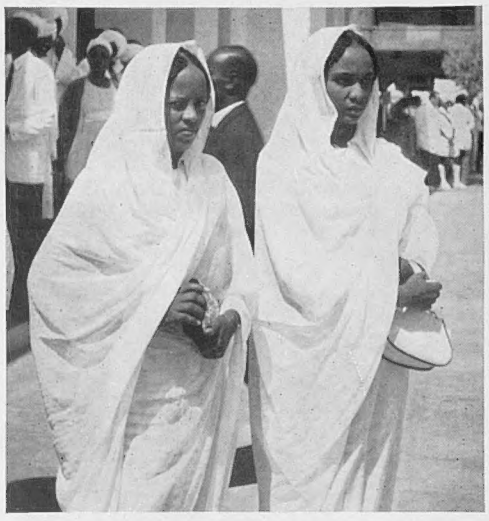
SUDAN VOTES FOR EVACUATION

In Khartoum, Parliament Votes for the Evacuation of Foreign Troops

More than 30,000 Sudanese gathered in Kitchener Square, Khartoum, last week, to greet the news that their Parliament had taken the first step towards ending over fifty years of combined British and Egyptian rule. The hero of the day was undoubtedly the Prime Minister of the Sudan, Sayed Ismail el Azhari, who introduced the motion in Parliament calling for the evacuation of foreign troops to start the process of self-determination. He said that the Sudan was unique in obtaining liberty and the evacuation of foreign troops without bloodshed and with few sacrifices. Never before had a nation obtained freedom so easily. His remarks, however, proved over-optimistic. Shortly afterwards mutiny broke out in the Sudan Defence Force, thus revealing the rivalry which still exists between the north and the south. But in Parliament support for the motion came from both sides of the house and there was only one member who hinted at unity with Egypt. On the question of the country's future the Premier said he would ask Britain and Egypt to permit a plebiscite to be held if they could not agree on the constitution of a commission to supervise elections for a Constituent Assembly. But that was before the great demonstration in Kitchener Square. Later the Government declared its hope that they be granted independence without either a plebiscite or the election of a Constituent Assembly.



THE SUDANESE PRIME MINISTER PROPOSES A MOTION REQUESTING THE EVACUATION OF FOREIGN TROOPS FROM THE COUNTRY: Sayed Ismail el Azhari (standing, centre) is making his speech in the Sudan Parliament in Khartoum. He proposed that Britain and Egypt be informed that "Sudanisation" was complete and that their forces be withdrawn within ninety days. The motion was carried unanimously. *On right*—The leader of the Umma Party, Sayed Siddiq Abdel Rahman el Mahdi, supports the motion.



On left—
THE PROCESSION TO KITCHENER SQUARE: Members of the Women Union Society march to the square to hear the Prime Minister.

MORE THAN 30,000 PEOPLE CROWD INTO KITCHENER SQUARE, KHARTOUM, TO HEAR THE PRIME MINISTER SAY THAT ON THIS EVACUATION DAY THERE WAS NO DIVISION BETWEEN THE LEADERS OF THE PEOPLE: Sayed Ismail el Azhari spoke from the balcony of the Ministry of the Interior, and his voice was relayed from loudspeakers fixed to Lord Kitchener's statue. He said that he hoped to lead the Sudanese people on to independence and complete sovereignty. The procession to the square was led by the Prime Minister and all the Members of Parliament. Although it was enthusiastically noisy but orderly, there were shouts of "We want Independence," and "No unity with Egypt."

Massacres in N. Africa

Arab Frenzy is Unleashed in a Slaughter of Innocents in Morocco and Algeria

In the French North African territories during the past few days, the clock seems to have been put back to incidents of horror and brutality which, in British history, would be reminiscent of the Indian Mutiny. As the second anniversary of the deposition of the Sultan Sidi Muhammed ben Youssef was approaching last week-end, the authorities in Morocco were expecting trouble. Rioting had begun earlier in Casablanca, with a considerable casualty roll. But who could have anticipated the indescribable savagery which fell upon the little town of Oued Zem, midway between Fez and Marrakesh. Here, early on Saturday, a vast horde of Arab tribesmen converged on the town. Houses and property in the European quarter were set on fire and many of the inhabitants—among them white women and children—were murdered and mutilated, so that those who died quickly of stabs or bullets must be accounted to have been fortunate.

The slaughter at Oued Zem was only a part of the story. The violence spread to Algeria, several thousand rebels attacking twenty-five towns simultaneously. By Monday it was reported that local police and French troops, heavily reinforced from Metropolitan France, had the situation under control. By then a total death roll was estimated at 768 in North Africa.

BEFORE A FRENZY OF KILLING: Armed with primitive weapons a mob demonstrates in the streets of Khenifra, Morocco. The frenzy of such rebels led to the horrifying massacres in Morocco and Algeria. By the start of this week the total death roll from the riots was at least 750.

T THE BARRICADES: Demonstrators in Khenifra stand by a barricade of oil drums, furniture and a wheel-barrow after one of the appalling riots on the second anniversary of the deposition of the Sultan ben Youssef.

AFTER A RIOT: French marines examine a car and question Moroccans in Derb Ghalef, Casablanca. Twelve had just been killed in an outburst of violence which was but a prelude to the orgy of bloodshed on ensuing days.

N THE TRACK OF FANATIC VIOLENCE: A street is being cleaned up after a riot in Derb Ghalef. The rebel frenzy reached its extreme in Algeria, resulting in 528 people dead and 226 seriously wounded. Many of the white victims of the Arabs were mutilated in indescribable manners.

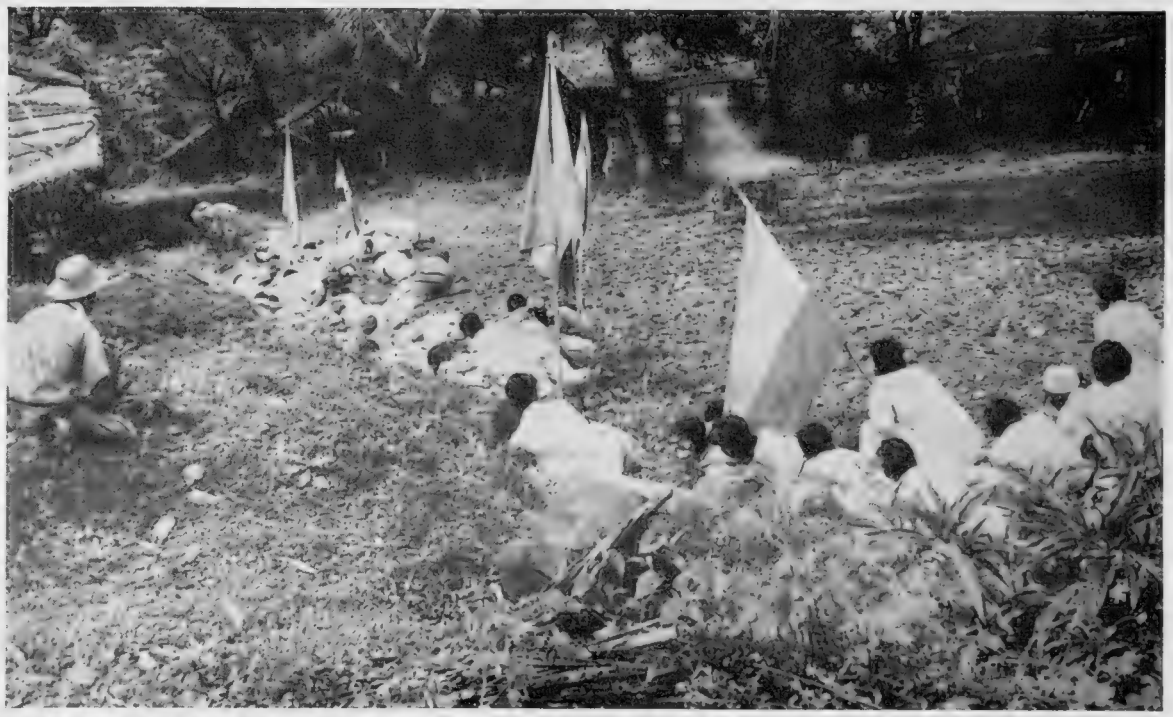
RESTORING ORDER: Troops patrol the streets of the Arab quarter of Casablanca. After order had been restored here, fifty Europeans, including women and children, were savagely done to death further south, at Oued Zem, in Morocco.

The March into Goa

The Advance of 2,000 Unarmed Indians into the Portuguese Territory in India ended in Twenty-eight Deaths as a Result of Goan Bullets, and Eighty Wounded by Indian Police in Bombay

CLENCHED FISTS AND OPEN LUNGS : A group of Indians make an only too well-known show of enthusiasm as they prepare to leave Poona by train on the first stage of their journey to Goa, where they participated in the march into the Portuguese colony. These men were said to be Satyagrahis, like Mahatma Gandhi pledged to non-violent tactics against authority. But it was evident that most of the marchers into Goa were heavily involved with extremist political parties. When the march into Goa did take place the local frontier post, manned by ten policemen, found itself surrounded by 2,000 marchers, and opened fire. Twenty-eight Indians were stated to have been killed. This drew from Mr. Nehru protests against the brutality of the Portuguese, and from the mobs in Bombay and other Indian cities riots against Europeans. These in turn drew reprisals from the Indian authorities, whose police opened fire, with little discrimination, on the unarmed rioters, at least eighty of whom were injured.

ON THE LONG ROAD INTO GOA : Strictly speaking, there is no road, and the march across the uninhabited land between the Goan border and the first frontier post is long and unrewarding. Here Mr. Chitale, carrying a briefcase, and Mr. Oak, with his hand raised, are leading a party.



WHEN A PEACEFUL MARCH BECOMES WARLIKE : The marchers take cover as they come within the range of the rifles of the ten policemen guarding the Portuguese colony. The cameraman, on extreme left, shows markedly less concern for the fusillade. ***On left*****—Mr. Vasantrao Oak, centre, leader of the invasion, who was wounded in the encounter.**

THE MARCH INTO GOA—AND THE CONSEQUENCES IN BOMBAY : Bearing Indian flags, a column of Satyagrahis marches into Goa. Soon they encountered Portuguese police and twenty-eight are said to have been killed. ***On right*****—The mob storms the Portuguese consulate in Bombay and hoists the Indian flag. This riot got out of hand, Indian police opened fire on the unarmed mob, and eighty people were injured**

KOREAN POT-BOILING

American Troops Repel Mobs at Inchon after President Rhee had Again Threatened War

From the moment that the truce was signed at Panmunjom two years ago South Korea's veteran President, Synghman Rhee, has proclaimed that nothing but the reunification of North and South Korea would satisfy him. 1,000,000 men have been kept under arms, and the people of a country to which war is second nature have been kept up to the mark by inflammatory speeches. Last month the President again complained of the lack of enthusiasm among his allies for another Korean war, and hit upon a new idea. First, he declared, the so-called neutral members of the United Nations Truce Commission who come from Poland and Czechoslovakia must leave the country. He certainly had grounds for casting doubts on the neutrality of these Truce Commissioners, who have never attempted to hide their close relations with the North Korean Government. But his plan to expel them coincided with another one to "liberate" that part of Korea on the west coast which is south of the 38th Parallel but in North Korean hands. For a time it looked as if the President might really try to carry out these threats, and it took the persuasion of the American commander-in-chief and the threats of the State Department to deter him at the last moment. By that time the Seoul and Inchon mobs were ready for action, so they tried to storm the island on which the Truce Commissioners lived. Of course, the President piously announced that he disapproved of any violence, but it was left to American tear-gas to drive off the rioters.

THE WORDS OF PRESIDENT RHEE JOIN THE ACTIONS OF AMERICAN TROOPS IN REPELLING RIOTERS : Korean war veterans try to storm the causeway leading to Wolmi Island, on which the Czech and Polish members of the Truce Commission were living. Hopefully the American troops placarded President Rhee's words on the gates. But they armed themselves with tear-gas and hosepipes as well.

A MUCH MORE PEACEFUL WAY OF STAGING A RIOT : It's a lovely summer's day and much too warm to do work anyway. So these Koreans, most of them women, decide to squat down in the American Army's area in the Port of Inchon as a protest against the neutral Truce Commissioners at Wolmi, not far away.

NO LAUGHING MATTER : Tear-gas certainly stings : nothing breaks up a demonstration more quickly. President Rhee had first given the Czech and Polish Truce Commissioners a time limit in which to leave Korea. Calmer councils prevailed, but some South Korean hot-heads tried to implement the ultimatum personally.

THE AMERICAN AUTHORITIES GET TOUGH : For a long time they have been patient at the taunts of the Korean demonstrators. But as they try to storm the gateway on the causeway to Wolmi, the Koreans are met by a barrage of tear-gas and water. "President Rhee disapproves of any violence" proclaims the banner. The rioters are inclined to agree.

The Foreign News in Pictures

THE WORLD IN FOCUS

A CAMERA SURVEY OF RECENT EVENTS IN EUROPE, ASIA AND AFRICA

"VOTA VOTA VOTA"—SAN MARINO AT THE POLLS : The streets of the little republic overlooking the Adriatic are crowded with citizens of San Marino who have been brought into the city from European countries and the United States to vote in the election. The Communist Government increased its majority.

HANDS UP THOSE WHOSE NAMES HAVE BEEN CALLED : Up go the hands of the lucky ones in the Titano Theatre, which was used as a polling station. Those whose names were not called were told that they were not eligible to vote. The defeated Christian Democrats have accused the Communists of "rigging" the electoral rolls to their own advantage.

On right—

The controversial new Resident-General in Morocco, M. Grandval, returned to Paris recently to attend a meeting of the committee comprising the Prime Minister and fifteen ministers which is to co-ordinate French North African policy. After exhaustive meetings, and hearing M. Grandval's case, the committee is understood to have decided to ask the Sultan, Sidi Muhammed ben Moulay Arafa, to try to form a Government, including both his own supporters and the nationalist supporters of the exiled Sultan, Sidi Muhammed ben Yussef. It was believed that the Sultan would find himself unable to meet this request, and that some form of alternative government might then be established. But the Sultan's supporters, both in Morocco and in France, are not prepared to see him by-passed as easily as that.

A PLAN FOR MOROCCO—THE RESIDENT-GENERAL AT A MEETING OF THE FRENCH NORTH AFRICA CO-ORDINATING COMMITTEE : M. Gilbert Grandval, left, at the meeting of the committee held in the Hotel Matignon, Paris. In the centre is the French Minister of Education, M. Jean Berthoin, and, at right, M. Gaston Palewski, Minister Delegate. After hearing the Resident-General's Report, the Committee of Sixteen, as it is known, decided to invite the Sultan of Morocco to form an all-party Government.

A CARETAKER GOVERNMENT FOR INDONESIA : Burhanuddin Harahap, who is only thirty-eight, is sworn into office as Prime Minister of Indonesia in the State Palace in Jakarta. A priest holds the Koran over his head while members of his administration look on. The new Government was formed only a few weeks before Indonesia's first general election was due to be held. It came into power when Dr. Sastraomidjojo's cabinet fell as a result of a four-weeks dispute with the Army. Military officers had refused to accept what they described as the "political appointment" of a new Chief of Staff by Indonesia's Moscow-educated Defence Minister, Mr. Kusumasumantri.

"A NIGHT IN VENICE" ON THE LAKE AT NYMPHENBURG : Looking like the rococo figures for which this part of Munich is famous, these singers are performing Johann Strauss's opera *A Night in Venice* on the lake in the park of Nymphenburg Castle. This novel open-air performance was given by the Bavarian State Opera.

THE SACRED TOOTH IS CARRIED THROUGH THE STREETS OF KANDY : A richly caparisoned temple elephant carries the Sacred Tooth of Buddha through the streets of Kandy, the ancient capital of Ceylon, during the Perahera, one of the chief religious pageants.

THE OPENING OF THE NEW SHIPPING LOCKS AT THE KUYBYSHEV POWER PROJECT : Workmen and their families crowd round the great 700-ton lock gates at the hydro-electric project on the Volga, 500 miles east of Moscow. Work on the foundation of the lock, which enables shipping on the Volga to negotiate this part of the river, began in December 1952. The lock gates are operated automatically, and the passage of a ship can be controlled by one man. The lock is part of the vast project of dams, canals, and hydro-engineering structures which is taking shape at Kuybyshev. On both sides of the Volga large numbers of workers' settlements have sprung up—extending over many acres of land.

A PALACE OF FOUR BUILDINGS FOR THE KING OF SAUDI ARABIA : Men at work on the great new palace which is being built for King Ibn Saud at Jeddah. The palace will consist of four separate buildings. More than 2,000 men are working in shifts for twenty-four hours a day, seven days a week. This is only one of many new building projects which are being undertaken at Jeddah. This boom is the result of the wealth which is pouring into the country from oil revenues, which amount to £90,000,000 a year.

PART OF THE NEW PALACE BUILT FOR KING IBN SAUD FROM OIL ROYALTIES : A view of the front of one of the completed buildings of the Royal palace at Jeddah. On the roof can be seen a neon sign in the form of the Saudi Arabian flag, which is illuminated at night.

A NEW TYPE OF BOATMAN FOR THIS PART OF THE VOLGA : An enormous pleasure boat, with selected passengers on board, passes through the gates of the new Lower Locks at Kuybyshev shortly after the opening ceremony. Over 7,500 tons of structural metal and equipment went into the construction of the locks.

BRIDGE-BUILDING IN SOUTH AFRICA—THE GAP IS ALMOST CLOSED : The climax of a bridge-building drama over the Storms River, on the main road from Cape Town to Port Elizabeth. The two arch ribs, each 126 ft. long, have been lowered from the vertical to face each other just a few feet apart, 400 ft. above the river's bed. The gap between them was later bridged by the four joists seen jutting out from their ends. Behind the arch which has been formed is the second pair of ribs, which was lowered over a week later to complete the bridging of the river. The bridge was designed by Professor Ricardo Moandi, of Rome, who flew out to superintend the lowering of the ribs. Of the twenty-one Europeans working on the project, seventeen were Italians.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

A Trout Farm.—For many years I used to stare curiously but uncomprehendingly at the strange chequerboard of square ponds that belong to one of the dozen or so fish farms in this country—much like the photograph reproduced on this page of the Exe Valley Fisheries, on the borders of Devon and Somerset.

I had always supposed that modern fish farming had developed out of the monkish fish-ponds or even out of the moats surrounding fortified castles. I was, of course, quite wrong. The monks bred only coarse fish, especially carp, whereas nowadays it is all game fish, such as salmon and trout. Furthermore, it is a science of quite recent date, originating in the U.S.A. about a hundred years ago, whence comes all our knowledge and know-how. There a variety of fish are cultivated, notably the rainbow trout, an indigenous breed which quickly spread to Europe, where it is now raised in large quantities for the table, particularly in Germany, Holland and Denmark.

Curiously enough, in this country the rainbow trout cannot breed successfully except in one river, the Derbyshire Wye. No one knows the reason for this. Everywhere else it is the brown trout which reigns supreme, and it is raised entirely for stocking rivers, reservoirs and lakes for the pleasure of fishermen. Owing to high costs of production (in which labour is the chief item), it cannot be raised at an economic price for the table, as is the custom abroad.

The striking thing to a farmer like myself is the length of time it takes to breed an adult trout. Whereas a pig reaches maturity in less than a year, and a heifer in two, it takes no less than four years for a trout. The starting-point in the whole process is the parent fish, which are kept in a wild state. At a certain time in the year, the lake where they live is let out, the fish collected and conveyed in oxygenated tanks to the farm, where they are turned into some of the artificial ponds. Subsequently, some time between November and January, the fish are taken out and stripped by hand. That means that the ova are expressed from the female, and the milt from the male, mixed in trays and allowed to stand for three-quarters of an hour. The " mixture " is then washed and placed in hatchery trays, where running water flows over the fertilised ova for between 50 and 100 days, according to the temperature of the water.

At Exbridge, for example, 750,000 eggs can be handled in this way. After the eggs have hatched, they remain in the hatchery for a further month, during which time the tiny trout, known as *alevins*, are nurtured, each one by a yolk sack attached to its body. After this they become *fry* and are transferred to the ponds, where they are fed several times a day on very finely minced meat or fish, purchased from the slaughter-houses and docks. At Exbridge, by the way, the mincing is done by an undershot water-wheel, itself an object of great interest. The process now is simply one of slow growth. At five months they measure 2 to 4 ins. long. They are then sorted and placed in ponds according to size. At a year they range from 3½ to 7 ins., and the sorting is repeated, until at four years old they should reach a length of about 16 ins. and weigh 1½ to 2 lb.

Mr. Bingham Maund, who owns the Exe Valley Fisheries, tells me that purchasers take fish at any size, from ova to adulthood, and that he and his staff deliver all over the country by road. Transport has its troubles, however. The fish are carried in tanks, and constant stoppages have to be made to check on the temperature and condition of the water, which is subject to variation at the slightest provocation. However, this problem is so familiar to them that it is seldom that a fish is lost.

THE " CHEQUERBOARD OF SQUARE PONDS " AT A SOMERSET TROUT FARM : Part of the fry and yearling ponds of the Exe Valley Fisheries, Exbridge, which is one of the dozen or so fish farms in this country. It is owned by Mr. Bingham Maund.

Summer Music School.—This is the third year of the Summer Music School, organised at Dartington Hall, in Devon, by William Glock. The whole of August is devoted to the study and performance of all kinds of good music, choral and instrumental, and the courses are packed with amateurs of all ages. They submit quite cheerfully to an iron discipline which only professional musicians seem able to get away with. I remember last year overhearing an amiable middle-aged lady, after a particularly tough rehearsal, saying, "After all, we did come here for fun!"

And, of course, it is fun. Making and listening to fine music—there is a celebrity concert every evening—in the incomparable surroundings of a fourteenth-century manor house is a very rare experience. Merely to walk round the gardens is a great pleasure, surely one of the most imaginative pieces of planting and landscaping in the whole of England, and nearly all done in the last twenty-five years. Visitors will find one important change which they may not take to at first. The former Open Air Theatre, with its terraced auditorium, has been levelled, and the ground re-sown, to conform to the shape of the ancient tilt-yard which is thought to have existed here in medieval times. Now that the young grass is coming through, and the worst scars of reconstruction obliterated, one can appreciate the new views and architectural features made possible by this bold piece of garden planning.

Association of Agriculture.—A few years ago I went in for an essay competition on country life, sponsored by the Association of Agriculture, first prize £100. I had the astonishing luck to win it, and so it might be thought I am now naturally predisposed in favour of the Association. But I write with no such ignoble thoughts, for not only I but surely many others agree with its aims, which are " to foster, particularly among those living in town, an understanding of the nation's dependence upon its own soil." Now this may sound so simple and uncontentious as to be accepted without demur, and—alas—as easily forgotten, especially in a period of prosperity. But the stark truth is that, with all our efforts, we do not grow much more than half our own food, and we are using up our capital resources of land at a break-neck speed.

Furthermore, since our economy depends upon our ability to export goods in exchange for raw materials and the food we do not or cannot grow, home agriculture can do a great deal towards saving currency. In war the need for a strong agriculture is obvious. In peace, except in a crisis, it is less so. But the basic truth remains, and one day people may wake up to find that we have a sufficiency neither of land nor money and, worse still, that the accelerating population of the world is absorbing all the surplus of food, formerly available for export to us.

The Association is simply trying to make us and our children understand all this before it is too late. It relies on three methods : on a quarterly journal, on short residential courses, principally for teachers, held up and down the country, and, most important of all, on a farm adoption scheme. This enables schools unable to visit a farm themselves to have in the classroom a study folder of a real farm, with photographs, maps and plans, together with full particulars of the crops, live and deadstock, buildings, soil and general system of work. This is followed up by regular letters from the farmer in charge, who keeps the class informed of all that he is doing all through the year. No fewer than eight farms of different types have been adopted in the British Isles, besides two in New Zealand and, it is hoped, four to be arranged in Canada.

This is the real thing. The Association is not pretending to turn young townspeople into actual farmers, but merely to give them a *factual* understanding of what land is for, and what it means to us as a nation. It leaves on one side, you will notice, the enjoyment of land for recreation and natural beauty. Important as this is, it is not the fundamental issue at stake, which is soil. Soil is the source of food, a simple fact which we have been only too ready to forget ever since we became an industrial nation. But it ties in with the absurdity that we leave it to a private body, dependent on subscriptions, to carry out such a vital duty.

A YORKSHIRE FARM ADOPTED BY THE ASSOCIATION OF AGRICULTURE—HOLMFIELD FARM, FRIDAYTHORPE, IN THE EAST RIDING : This is an August scene of the farmstead with its windbreak. The soil here is thin loam overlying chalk, most suited to the production of barley and sheep. The Association has adopted eight farms in the British Isles.

Village Story.—This is the title of an attractive green booklet by Mrs. K. E. Innes about the Hampshire village of St. Mary Bourne. It is an extremely competent piece of work, for the authoress has summarised and put into plain words the substance of that great classic of village life *The Parochial History of St. Mary Bourne*, by Dr. Joseph Stevens, and has brought the account right up to date with a report of the opening of the Village Centre in January of this year.

The idea of a Village Centre has always attracted me, for although based on the village hall it has a far wider conception of what a hall usually does for a village. In my experience, a hall is usually a rather raw building, empty all day, used solely for meetings, dances, plays, concerts, and social functions of one kind or another. In the summer it is often hardly used at all. A centre, on the other hand, aims to attract other activities, which make fuller use of the building and in aggregate strengthen the sense of community. It is impossible to draw up a firm list—each village differs in character from the next—but clearly there are some interests common to all. For example, it can sometimes serve as a pavilion for the playing field and provide permanent facilities for changing and for meals. It can serve the primary school in a variety of ways, if the Education Authority is not hidebound by its own regulations. At St. Mary Bourne they have started a museum, which is constantly being added to by local enthusiasts. And I see no reason why room should not be offered to the doctor for consultation, or to the district nurse. These are only a few suggestions.

A centre, in fact, is half-way between a village hall and a village college, a much bigger institution founded by Henry Morris in Cambridgeshire. This serves a group of villages and acts as a secondary school in the day-time and as an adult education centre at night. It depends to a large extent upon a good bus service. A centre need only serve one village, but there should, of course, be enough inhabitants to support it; in other words, not fewer than 500 but preferably any number up to about 1,500.

Pony Club Campers at Chilham Castle

For Ten Days 35 Children Learn More About their Ponies and Equipment in the Grounds of a Norman Keep in Kent

For the second year in succession the Ashford Valley Hunt branch of the Pony Club has arranged a successful camp for its members and those of adjacent Hunts in the picturesque setting of Chilham Castle, Kent. It is one of the most ancient castles in the county, for it boasts a pre-Conquest hall. The forebuilding to the keep is of the middle of the twelfth century. There is a red-brick house adjoining it which was built in 1616, and the grounds make a delightful accompaniment to the fine buildings.

This year thirty-five children, all but six of them girls, between the ages of eleven and sixteen, spent ten days at the Castle, the home of the Hon. John Skeffington. It was a hard-working camp, which enabled the children to improve their riding and their general knowledge of horses, and taught them to look after their own ponies and their kit. They also learned to play polo, and as diversion there was a treasure hunt, a camp sing-song, bathing, and competition at a local horse trials. The children were divided into four separate rides, each with its own instructor. Most of the instructors came from local riding schools, but two, Lord Allenby and Miss Sally Whitehead, are District Commissioner and local secretary of the Pony Club respectively.

During their ten days at Chilham some of the children slept in the Castle itself, while the majority lived in the game-keeper's cottage in the grounds. Limited accommodation restricts the number of children that can be taken on the camp, but it is hoped that in years to come learning about horses in such attractive surroundings will become an annual event for many children in this part of East Kent.

A PICTURESQUE SETTING FOR LESSONS ON HOLIDAY : Some of the young riders at the camp organised by the Ashford Valley Hunt branch of the Pony Club pass Chilham Castle during an outing. The thirty-five campers, aged between eleven and sixteen, not only ride in the picturesque grounds, but also live in the ancient Castle, which has a twelfth-century keep and pre-Norman hall.

EARLY MORNING WORK: With the pony Spring Song are, from left, Tempe Graham-Harris, Sheena Pollock, and Toni Pollock.

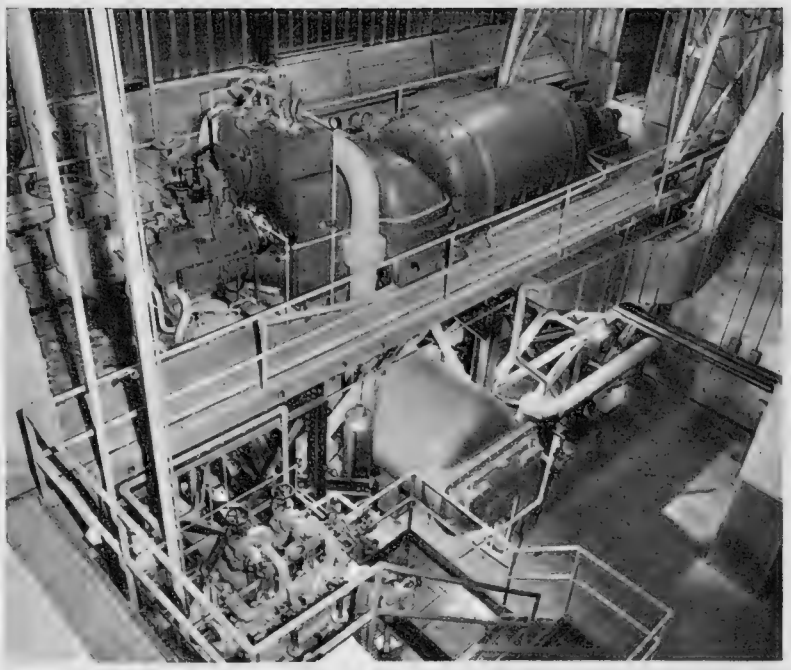
On left—

A FINAL CHECK BY THE DISTRICT COMMISSIONER : Viscount Allenby, who takes a leading part in the instruction, looks over the ponies before the morning outing.

TEN DAYS OF INSTRUCTION IN HORSEMANSHIP : All aspects of riding are taught to the camp at Chilham. *Above*—Margaret Mills takes a gentle jump during one of the classes. *Below*—Veronica Shaw and Sandra Hall take a hurdle during one of the lessons.

ONE OF THE RIDES SETS OUT : In this picturesque Kent stable-yard everybody is active. One group of girls, with their instructors, sets off for the morning. Other young campers prepare their own mounts for the day's work. The campers are divided into four rides, each with its own instructor.

A TOWN WHICH WAS LIT BY ATOMIC POWER : A panoramic view of the community of Arco, in Idaho, which last month obtained all its electricity over the space of one hour, from an atomic reactor. The town has a population of 1,400 and normally draws its electricity from the Utah Light and Power Company.



THE GENERATOR WHICH SUPPLIED THE POWER FOR ARCO : The turbo-generator which is situated above the steam condenser in the Argonne National Laboratory's Borax reactor on the Atomic Energy Commission's station in Idaho.

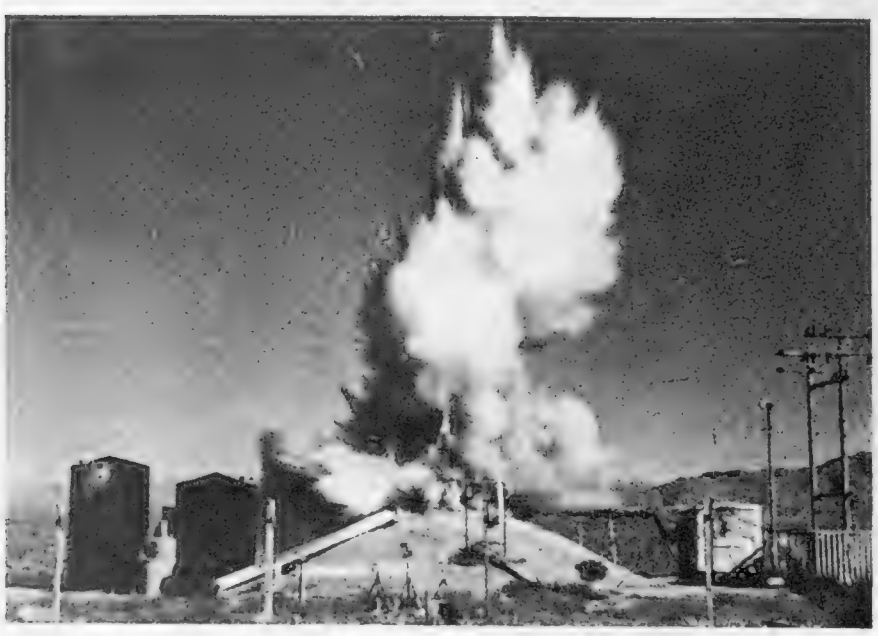
REACTORS AND REACTION

Tests in Idaho Demonstrate the Usefulness and Danger of Atomic Electricity

NEAR THE HEART OF AN ATOMIC REACTOR : This interior view of the Borax reactor shows the shielding cabinet which is placed over the reactor pit.

AN ATOMIC POWER STATION : These three buildings produced the atomic electricity for Arco. On the left is the cooling tower which dissipates energy from the reactor, in the centre is the generator building and on the right the reactor building.

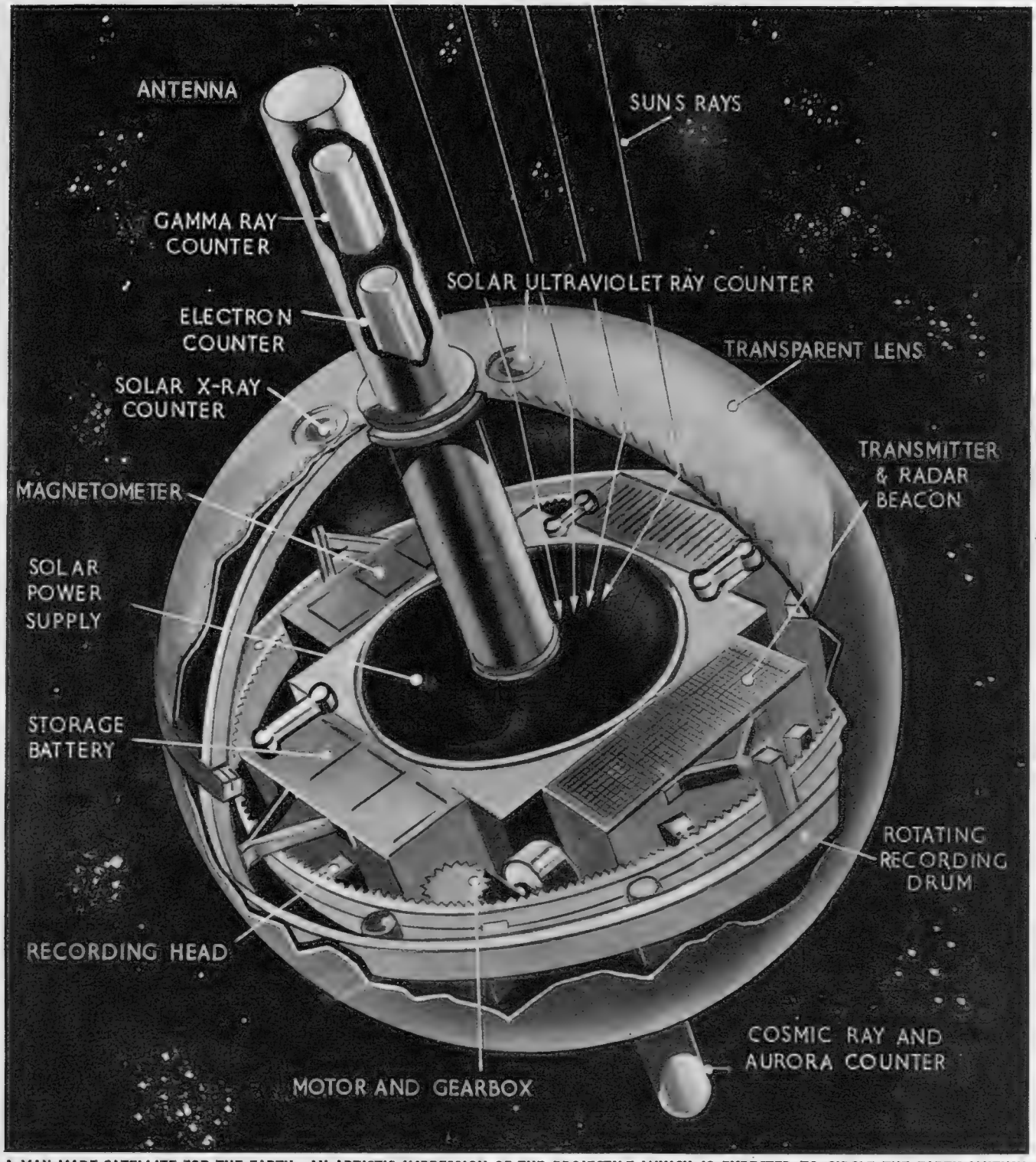
THE REACTOR WHICH RAN AWAY WITH ITSELF : The *top picture* shows the small reactor known as "Borax I" on the Atomic Energy Commission's Testing Grounds in Idaho. The reactor was deliberately allowed to get out of control and to blow up. The *lower picture* shows the burst of superheated steam which escaped just prior to the explosion.



AN ATOMIC REACTOR BLOWS UP : The height of the explosion. A nuclear flash lasting about 3/100ths of a second was visible to operators half a mile away.

That atomic energy has its peaceful uses has now become an accepted fact and the recent conference of scientists at Geneva has only served to accentuate this point. During the conference many schemes, which had hitherto been shrouded in secrecy, became general knowledge, and among them were two from the U.S.A. which will be of interest to all potential users of atomic energy. The first concerns the small town of Arco, in Idaho, which last month, for a short time, received all its electricity from a nuclear reactor. On July 17, the electricity supply from the Utah Light and Power Company was switched off and for the space of one hour, the citizens of Arco unwittingly cooked their meals and lit their homes from electricity produced at a testing station some twenty miles away. This was the first time that a complete American town had received all its power from such a source.

The second experiment made known at Geneva will interest all those who find that an atomic power station is scheduled for building nearby. Many are worried about what would happen if the reactor got out of control and blew up. Scientists have said that so many controls are involved that such an event was next to impossible, but to find out what would happen in the interests of safety, the Argonne National Laboratories gave a small experimental reactor its head on the testing grounds at Idaho. The reactor, known as "Borax 1," was, during 200 experiments, allowed to "run away," but before it blasted apart, control rods were re-inserted and the experiment halted. Finally, however, all safety control rods were withdrawn and the staff quickly retired to a position about half a mile away. Rapidly the power produced soared up to more than 10,000,000 kilowatts and then came a burst of superheated steam followed by a nuclear flash. Parts of the reactor were blown many feet into the air and a dark column of smoke rose to 80 ft. Harmful radiation, the most feared manifestation of such an event, was, however, confined to within a few hundred feet of the reactor.



A MAN-MADE SATELLITE FOR THE EARTH—AN ARTIST'S IMPRESSION OF THE PROJECTILE WHICH IS EXPECTED TO CIRCLE THE EARTH WITHIN THE NEXT TWO YEARS : This drawing represents the type of satellite which engineers are now developing in the United States. All energy for the motor and the radio transmitters will be obtained from the sun, and the satellite will, during its short stay in the fringes of space, automatically signal back to earth readings taken by the many and varied instruments packed into its small dimensions.

AROUND THE WORLD IN NINETY MINUTES

The Man-made Satellite is now being Planned in America which will Considerably Advance Man's Knowledge of the Earth and its Surroundings

Drawings by J. W. WOOD (in collaboration with K. W. Gatland, F.R.A.S.)

MOST of the world has become more or less accustomed to the idea of space travel. Scientific investigators have explored some of the problems and provided material for imaginative writers to popularise the subject. Recent films and television have given a reality to the idea that can only be achieved by visual presentation ; and altogether the civilized mind has been well prepared for the experience. The first announcement, made from the White House on July 29, that the United States will launch small unmanned satellites into space in 1957 might, therefore, have been thought to be something of an anti-climax. But, no !—its impact was immense. The majesty of the project, as part of the International Geophysical Year, 1957–58, has excited the scientists and laymen alike, for it marks the first faltering steps in an experiment that will perhaps lead to man's escape from the earth into the limitless space beyond.

Very little technical information about the project, which might involve the launching of several satellites from different points on the globe's surface, has yet been released. But the U.S. Department of Defence, which has been working quietly on a satellite programme since 1948, will provide some technical assistance, equipment and launching facilities for the first satellite which is likely to be " in orbit " in about two years' time. The object of the experiment is to glean some information about the possibilities of future space travel ; and to explore the composition of the ionosphere, a reflecting layer in the earth's upper atmosphere, which makes long-range radio communications possible, and the effects of several forms of radiation from outer space. Any results achieved will be made available to all scientists, including the Russians, who are also known to be interested in the longer-term project of a " remote-control laboratory," as they have described it, which would circle the earth as a satellite and " provide opportunities for observation of a hitherto inaccessible character."

THE MAN IN CHARGE OF THE SATELLITE PROGRAMME: D. A. Quarles, the new Secretary of the Air Force.

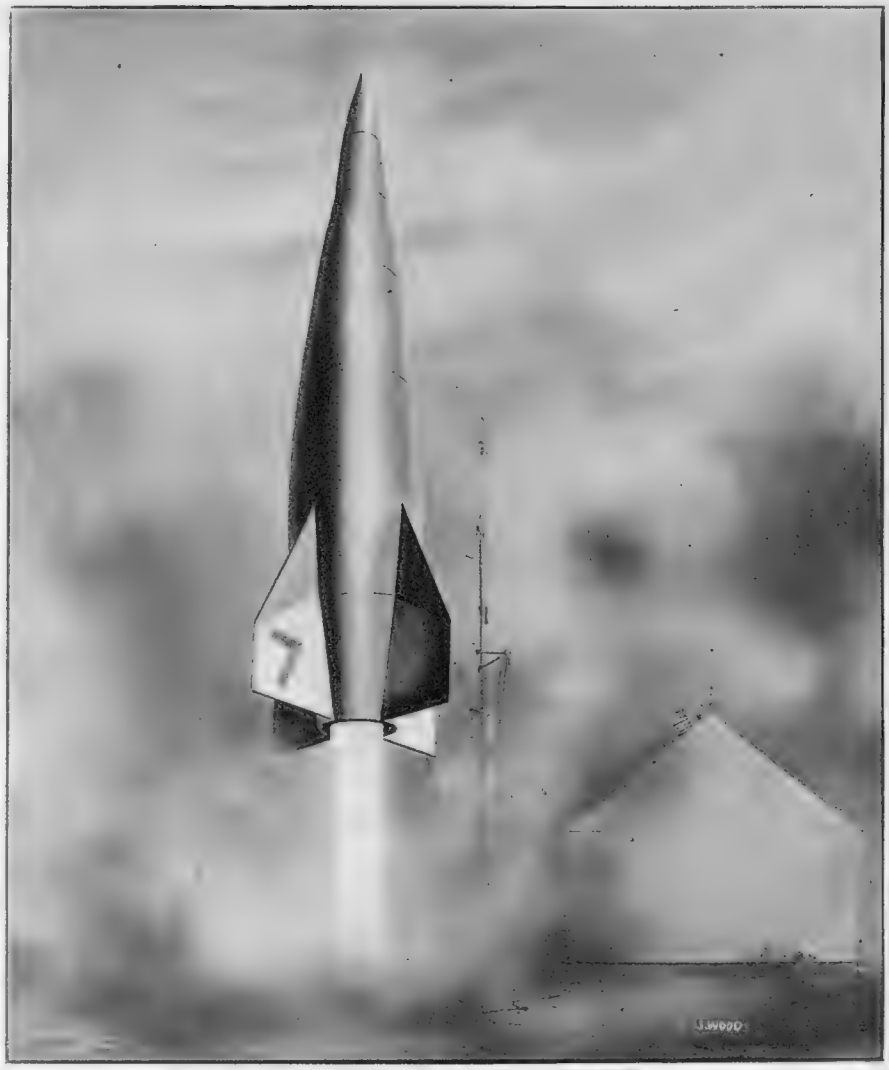
Before the first American satellite is launched, an empty ball is most likely to be fired to an altitude of about 250 miles ; this would give some information about the projectile's track. The real satellite will be equipped with instruments to collect data about cosmic rays, ultra-violet and infra-red radiations from the sun and a variety of other phenomena which are thought to have an all-important influence on the weather and, in fact, life generally on the earth. The information collected by the satellite will be transmitted by an elaborate radio telemetering system, and receiving stations will be set up in a number of countries to record the messages from this most distant station yet established by man.

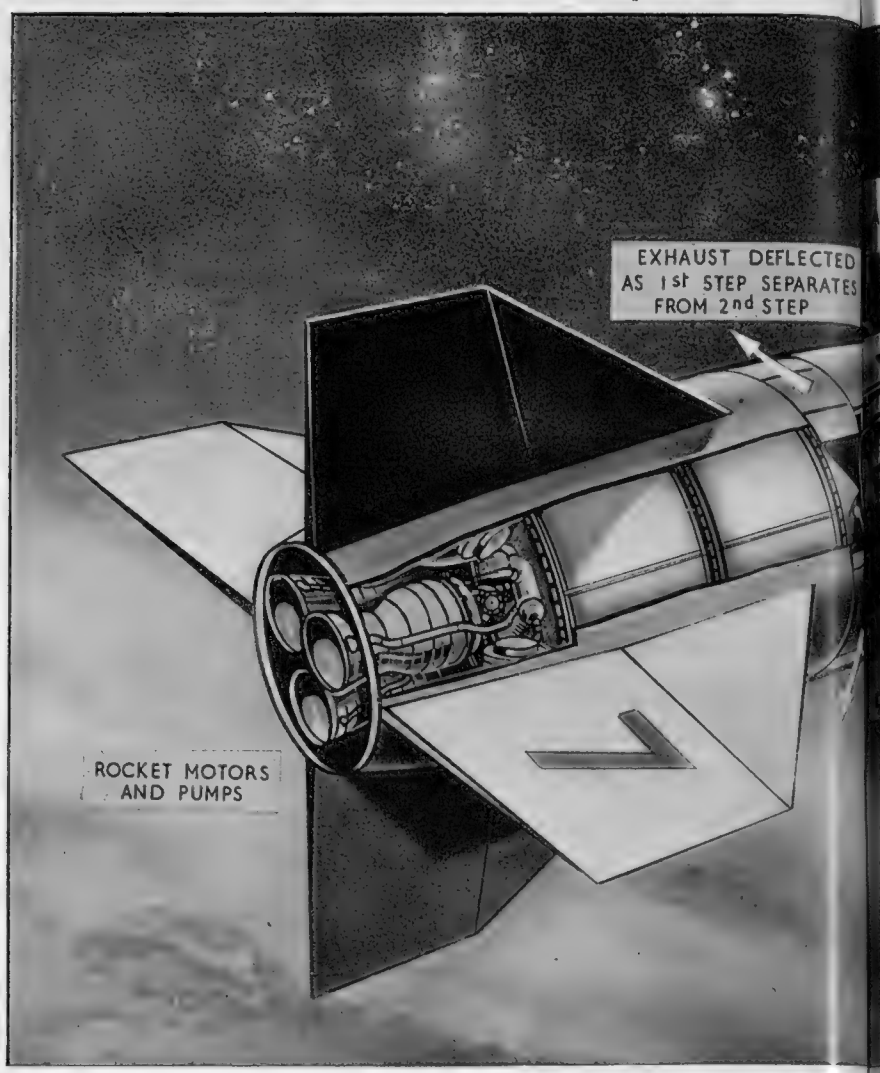
According to latest reports, the artificial satellite will have a diameter of about 20 ins., into which a mass of complicated apparatus will have to be built, bringing its total weight to roughly 110 lb. It will circle the earth at an altitude of between 200 and 300 miles, at a speed of about 18,000 m.p.h., and it is expected that the journey would take roughly 90 mins. ; but the exact speed of the body and the duration of its stay in free orbit, which is most likely to form an ellipse around the earth, will depend upon the precise weight and construction of the satellite.

After a period of orbiting lasting for some days, perhaps even for weeks, the slight friction of the highly rarefied air through which it has been passing in the upper atmosphere will bring about a reduction in the speed of travel, and the satellite will gradually fall in a shallow spiral towards the earth, vaporising in the manner of a meteor as it races into the denser atmosphere at lower altitudes. No official information has been given about the materials of construction ; but titanium, a light but very strong metal which can now be fabricated, will probably be used for some purposes, perhaps as part of the outer skin. While orbiting, the satellite will not be visible to the unaided eye, except perhaps for an occasional " twinkling " after darkness on the earth, while the satellite is still enjoying the sun's rays. But it will be followed as much as possible by radar, which will be used to check its height, course and speed ; and doubtless the object in the sky will be of great interest to astronomers.

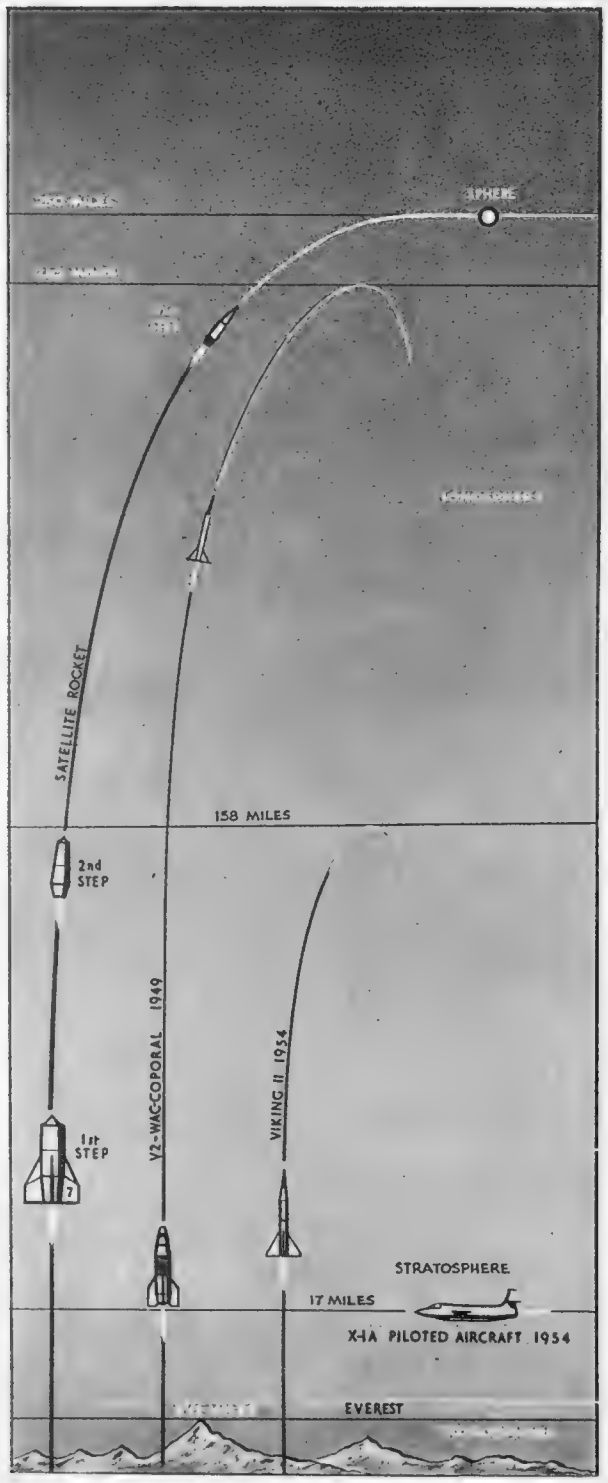
Theoretically, there should be no insuperable difficulty in establishing a temporary artificial satellite ; the

(*Continued on following pages*)





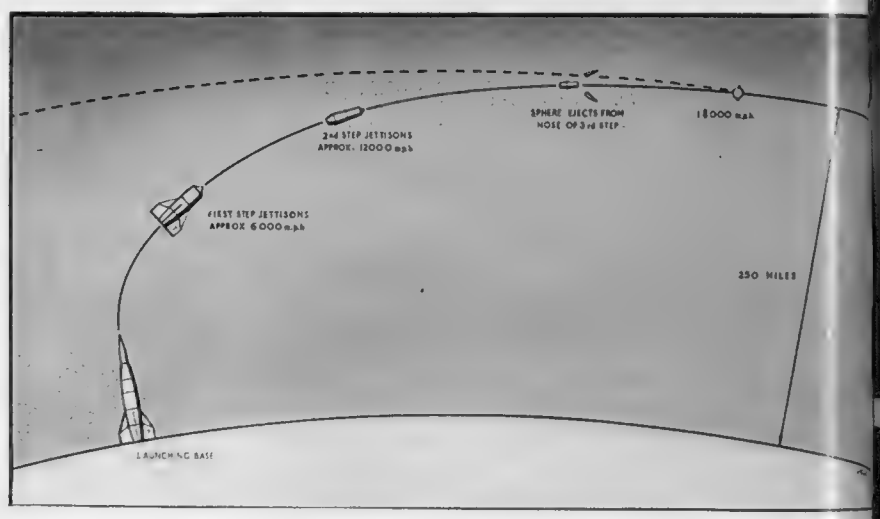
THE THREE-ROCKETS-IN-ONE WHICH WILL CARRY THE SATELLITE : As each succeeding st of the rocket separates and falls away a parachute will automatically open to a recovery. The types of propellents which will be used have not yet been made know



THE FIRST STEP TO SPACE : An artist's conception of the take-off of the three-stage rocket which will carry the satellite to its orbit. The erecting gantry has been pulled away and engineers have retired to the safety of near-by block-houses as with an incredible roar the motor is started.

***On left*—**
MAN'S ACHIEVEMENT UP TO DATE AND HOPES FOR TO-MORROW : This diagram shows the extent of re-search which has been made into the atmosphere.

***On right*—**
GETTING INTO ORBIT : The diagram shows the approxi-mate course taken by the rocket from take-off until the time when the satellite is ejected into orbit.



AROUND THE WORLD IN NINETY MINUTES

(*Continued from previous page*)

problems are largely technical in character and concern the launching operations. A three-section rocket projectile is visualised, something akin to the German V-2, which would reach an altitude of nearly 15 miles on the first charge, when the bottom section would fall away ; the second section would be lifted still higher by its own rocket motor, which would be fired automatically as the first propulsive stage burned out. On approaching an altitude of 200 miles this second section would be jettisoned, leaving the sphere-carrying section to rocket into its orbit. The sphere would then be released to circle the globe in 90 minutes.

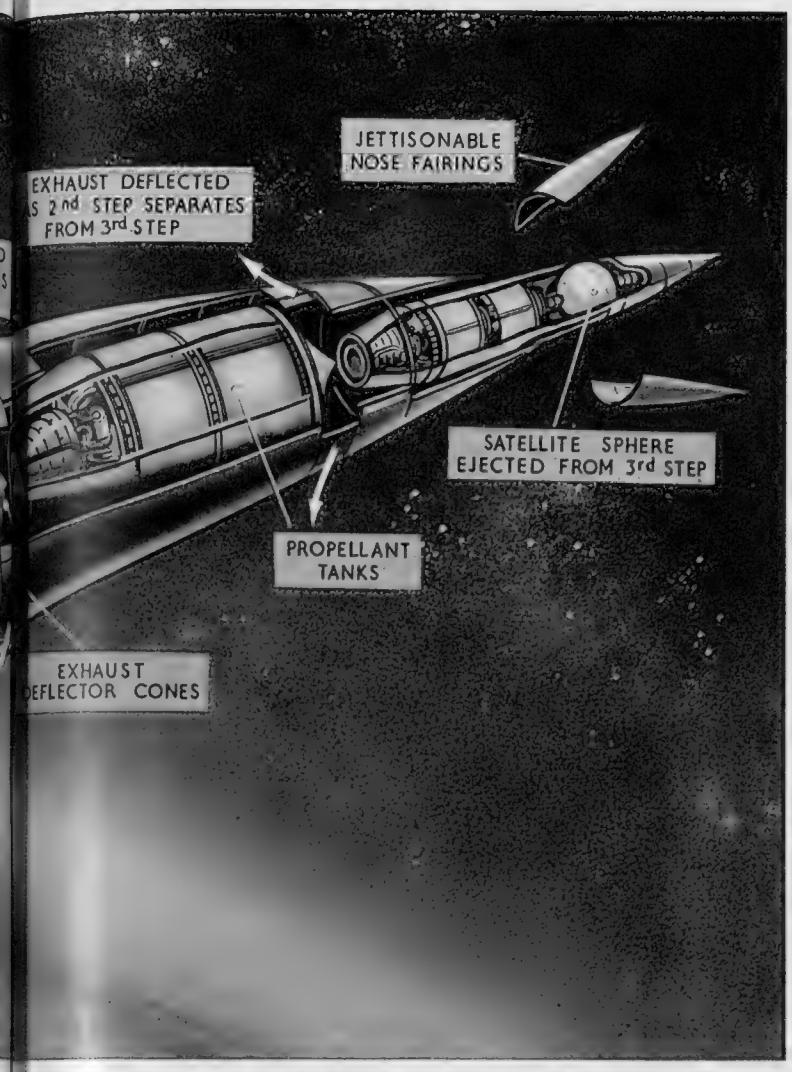
The site for the first launching has not yet been announced ; it might not even have been decided, but a point near the Equator and an alternative somewhere near the North Pole have been mentioned. It seems most likely, from wherever the point of departure, that the satellite will be set on a course to carry it repeatedly over both Poles.

As a vehicle of exploration the value of the satellite will be measured by the amount of equipment that can be squeezed into it. In the first place the casing will probably have to be so designed that sections of it can be used as aerials for broadcasting messages to the earth ; no form of external array would seem to be acceptable since even on fast jet-aircraft all the aerial systems are now " suppressed."

Windows of special materials will also have to be provided ; for the sun's energy will be needed inside to generate electricity by means of light cells, which will help to relieve the constant drain of current from the small batteries that will be carried, and other apertures transparent to the cosmic rays and " light " beyond the visible spectrum radiated by the sun must allow access so that they can fall on the appropriate detecting devices. Measurements will also be made of the earth's magnetism by means of a small magnetometer, and the temperatur and pressure outside ; and it is hoped that some know ledge may be acquired of the electric field which is believed to surround the earth.

It all depends upon the capacity of the sphere and the ingenuity that can be employed to reduce to an absolute minimum the size of the several pieces of apparatus that have to be accommodated. Each detecting device will have an associated controller that translates the information into electrical quantities that will have to be passed in proper sequence to the radio transmitter, which will radiate data in code form to the observers below. Some form of internal " gyro " control will probably have to be incorporated also in the satellite so that it always presents the same section of the sphere to the sun.

The largest single item is likely to be the radio transmitter, in spite of the remarkable achievements in " miniaturisation " that have made it possible to incorporate sets in shell-caps and even radar equipment in guided missiles. A new technique, known as printed circuitry, in which much of the normal wiring of a radio set is deposited in metallic form on a sheet of insulating material, might well be used. The sheet, which can be conveniently shaped, itself forms the chassis upon which the radio components are mounted and connected. Communication between the satellite and earth will be maintained in the ultra-high frequency band and, apart from the great care that will have to be exercised in the design of the transmitter, very small, high-precision resistors, capacitors and other items will be needed. The use of transistors, instead of thermionic valves, would offer great advantages. These new devices, which use the peculiar semi-conducting properties of germanium, a metal derived from soot, can be made to perform all the functions of a conventional valve, including oscilla-tion, and small all-transistor sets have been designed.

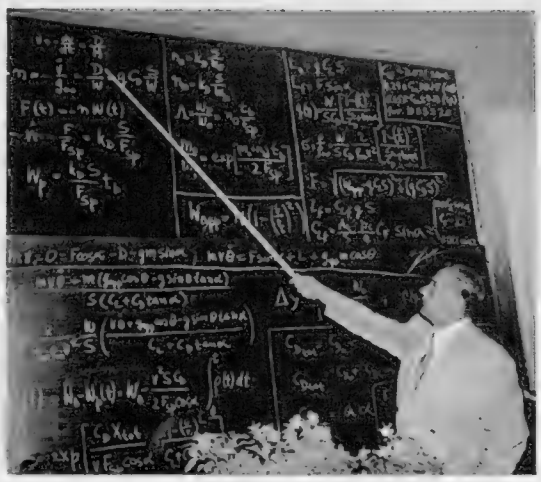


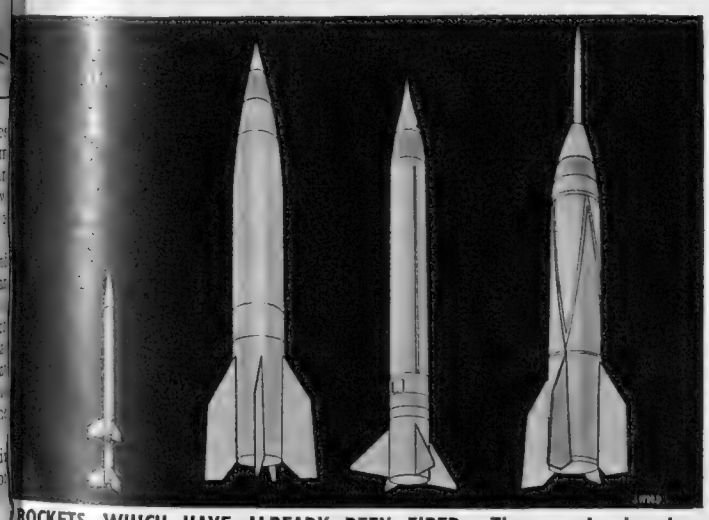
A SPACE TRAVELLER'S VIEW OF THE MOON : The astronauts of the future can gain an idea of what awaits them from shows given in planetariums in America. Here a lecturer points out features on the surface of the moon.

On right—
THE START OF A SIXTY-MILE VERTICAL JOURNEY : An Aerobee rocket trails smoke as it roars into a fine take-off.

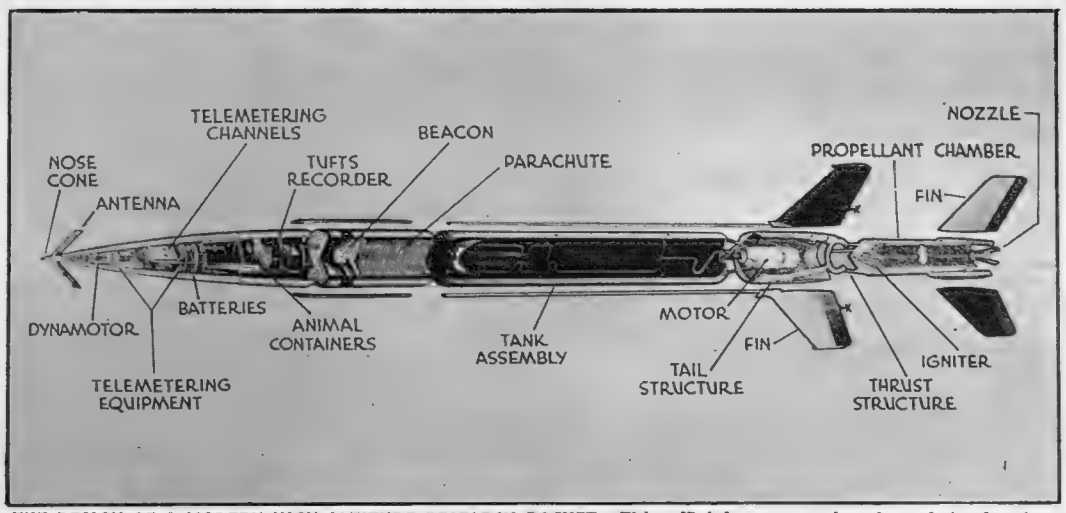
On left—
A ROCKET EXPERT WHO HAS PLANS FOR SPACE TRAVEL : Wernher von Braun, seen with a model space-ship, was responsible for the German V-2 and has, since the war, worked in the United States.

On right—
A SIMPLE PROBLEM IN ASTRONAUTICS : Dr. Krafft-Ehriche, an American expert, lectures on the satellite programme.





ROCKETS WHICH HAVE ALREADY BEEN FIRED : These scale drawings show, from left to right, an Aerobee, high-altitude research rocket ; a German V-2 ; a Viking ; and the "Bumper" two-step rocket.



THE DESIGN OF A MODERN HIGH-ALTITUDE RESEARCH ROCKET : This official cutaway drawing of the Aerobee rocket shows its general layout. At the tail end is a solid-fuel booster rocket, and near the nose the compartment in which mice and monkeys have been safely conveyed into the upper atmosphere.

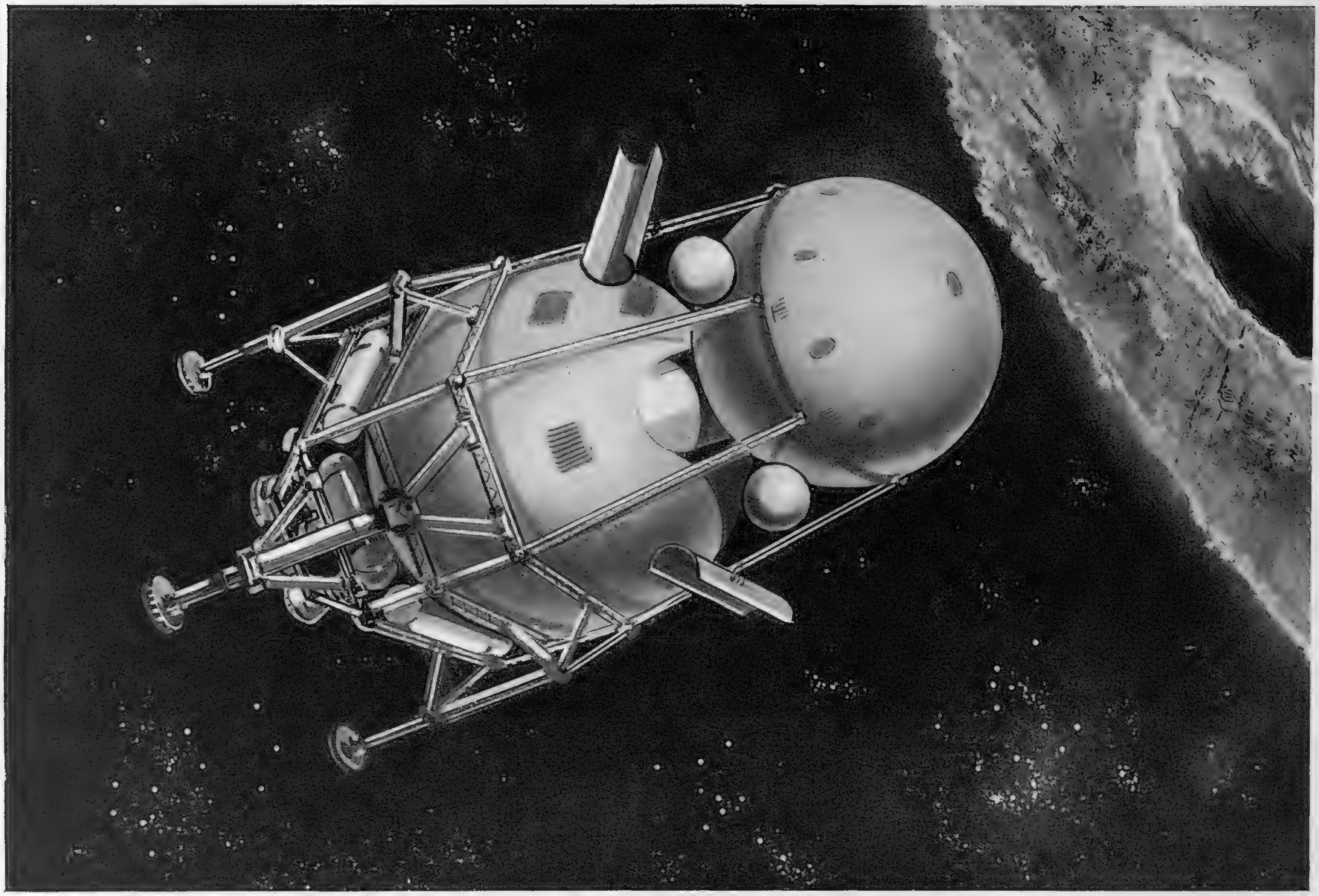
although their range so far has been very limited. Their value lies mainly in the fact that transistors (like the crystal diode), being essentially a crystal valve, require no heater current and only a low high-tension voltage : thus they would make small demands on the local power supply, and their great robustness would fit them for the tremendous accelerations that would be experienced in the initial stages of the flight.

While there must be a good deal of speculation in the foregoing description we believe that it represents, at least in general terms, many of the problems in the planning of an artificial satellite. The cost of the project has been estimated at 10,000,000 dollars (£3,570,000), and the fact that it is "entirely for scientific purposes" has been emphasised. The importance of the experiment and the relative cheapness of the device can be appreciated, said Professor M. Nicolet, executive secretary of an international committee of geophysicists, in Brussels recently, by the fact that "in a couple of hours you will gather more data than during ten or twenty years of hard, gruelling work in all the laboratories of the world."

The view has been expressed that as soon as the medical questions relating to flying in space were solved a flight to the moon and back would be possible, and that landings on the moon would be made before the end of the present century. An advance from the American small satellite through a remotely controlled laboratory to a large satellite with human occupants would certainly mark as important a sequence in research as it would be spectacular in realisation.

Professor Krafft-Ehriche, a German-born American scientist, addressing the recent meeting of the International Astro-Nautical Federation in Copenhagen, said that satellites operating 100 miles up were needed to train people who later will be transported in space-ships. The sort of man-carrying satellite he visualised would have the approximate shape of an aeroplane, with the necessary protection against aerodynamic heating. Its weight would be not more than 10,000 lb., which would allow the vehicle to fly round the world at an altitude of 100 miles with about 33 lb. of fuel—a mixture of oxygen and petrol—at a speed of perhaps 17,300 m.p.h.

Looking farther into the future, he said that a visit to Venus would be one of the most important excursions because, being covered by very thick cloud, its surface had never been explored. "A satellite will sooner or later be circling Venus just as an artificial satellite soon will circle the world. It will not be possible to say when a landing on Venus can be made (he added), but usually things do happen earlier than even experts predict."



LOOKING INTO THE FUTURE—THE TYPE OF SPACE SHIP WHICH MAY BE BUILT FOR INTERPLANETARY VOYAGES : This ship, which is pictured nearing the moon, is designed to make a landing there. As there is no atmosphere on the moon, the landing will be made vertically on the thrust from the motors. Streamlining is unnecessary in space.

A GLIMPSE of the FUTURE

If the American Satellite Programme is Successful, Plans Already Exist for Further Research which may well Lead to the Realisation of Space Travel

Drawings by J. W. WOOD

INFORMATION which is gained from the unmanned satellite described on the preceding pages will be used mainly to help design a vehicle which will not only carry a man outside the narrow confines of the earth and its atmosphere, but which will afford him the high degree of protection which he will need in the regions of outer space.

Research along these lines will take many years, during which larger unmanned satellites may be built, and also manned rocket vehicles, which for long periods will skim the outer reaches of the atmosphere carrying with them their human guinea pigs. If all goes well and satisfactory means are found of overcoming the many hazards which are already known, and the many more which will doubtless come to light, then at last will man be able to embark on the interplanetary programme which enthusiasts have been planning in detail since the end of the war.

The first step in this programme will, no doubt, be the establishment of a large, manned space station, of the type suggested in the drawing on this page. The final design chosen for a space station will have to await the results of experiments yet to be made, but it is fairly certain to follow that shown in the main respects. The wheel shape is chosen so that the whole station may be rotated around its hub and the resulting centrifugal force will give to the crew the sensation of gravity. The outer edge of the rim will, in effect, become the floor and the inner the ceiling. A very low speed of rotation would provide sufficient " gravity."

All living quarters and the majority of the laboratories and scientific equipment would be contained in the rim. A portion of the hub would be designed so that it could be rotated in the opposite direction to the rim, but at the same speed so that it would continue to point in the same direction. This would act as the entrance and would probably contain an observatory.

In usefulness a permanent station in space would advance tremendously almost all branches of science. Astronomers would be the first to benefit, able at last to make observations without first looking through the great distorting glass of the atmosphere. Chemists and physicists, too, would be able to conduct experiments under conditions unattainable on earth. Those who keep their feet more firmly on the ground will eventually reap the benefit of these experiments, but more immediately, earth-bound mortals will have the advantage, at last, of a reliable, world-wide weather forecast. Rains, storms and snowfalls will be predicted days ahead and not, as at the moment, hours—with a considerable degree of inaccuracy.

The assembly of the station will, of course, be a major problem. It will be prefabricated on earth and the component parts ferried by rockets up into whatever orbit is chosen. There it will be assembled by a group of engineers clad in space suits. The parts will, when in space, be weightless and two people could easily manhandle a piece weighing, on earth, several tons. This will make the task somewhat easier, but will involve many problems and hazards.

After the station has been built, there will begin the task of constructing a rocket designed for interplanetary journeys. This, too, will be constructed in space. No way is yet known of building a rocket large enough to penetrate the thick atmosphere of the earth and to continue on a journey of several million miles in one stage, and the technique suggested is that the first stage should be made from the earth in a rocket shaped much like those in use to-day, and the second, beginning some 1,000 miles above the earth, in a rocket shaped rather like the one illustrated.

This has obvious advantages. Not only does it keep the size of the rocket to more practical proportions, but the interplanetary rocket, operating as it will in space, does not have to bother with such refinements as streamlining. It will, therefore, be of the shape best suited to its immediate purpose. Equipment which cannot conveniently be stowed inside can well be added to the outside without fear of its being blown off by the force of movement through air.

The rocket motors of a space ship would function only for short periods no matter how many millions of miles the journey involved. Once in orbit around the earth, a short burst would be sufficient to send the ship curving away to whatever destination is planned. The rocket would continue to coast onwards and when nearing the moon, Mars or Venus, the only three bodies which seem remotely possible for space travel to-day, the rockets would be fired again to place the ship in an orbit around its destination. If this was the moon, a landing could be made by pointing the ship's tail towards the surface and firing the rockets to reduce speed. If all went according to plan, the space ship would be travelling at zero speed when it reached the surface. In the case of Mars and Venus, both of which have atmospheres, landings would probably be made by a smaller rocket carried in the larger space ship.

A MANNED SATELLITE WHICH ASTRONAUTS PLAN FOR THE FUTURE : Around the top of the station is the mirror which will convert the sun's rays into energy, probably by boiling mercury. A crew of up to 100 may be carried.

Before all this can come to pass, there is a formidable list of difficulties which must be overcome. The unmanned satellite which is planned to circle the earth within the next two years, is but the first faltering step towards a research programme larger than anything undertaken by man at any time. Whether space travel will, in fact, be possible or not is as yet uncertain. But what is certain is that there are men, and many of them, who are gifted with the knowledge, ability and imagination to strive towards interplanetary travel and that if there is a way in which it might be attained, then that way will in the end be discovered.

AIMED AT THE HEAT BARRIER—THE BELL X-2 ROCKET PLANE, DESIGNED FOR SPEEDS OF 2,000 M.P.H. : The latest, and probably fastest of research aircraft to be built anywhere, shows off its lines at Edwards Air Base, California, where powered test flights are soon to begin. *On right*—**Test pilot Frank Everest, already holder of the official world speed record for jet-planes, stands by his new aircraft in which he may well set up an unofficial record of 2,000 m.p.h.**

FLYING FAST AND FLYING SLOW

Aircraft Designed for Special Duties at Both Ends of the Speed Range

While work is going ahead on an unmanned satellite which will travel at some 18,000 m.p.h., man is making his own steady progress into the realms of ultra-sonic speeds. His best at the moment is 1,650 m.p.h. set up by Captain Yeager, of the U.S.A.F., in the Bell X-1A rocket plane. The X-1A's successor is expected to better this by at least 400 m.p.h. Flying at this speed for several minutes, the X-2 will be in the so-called thermal barrier. The friction of the air will heat parts of the nose and wings up to some 800 degs. Fah. At this temperature aluminium, for so long the friend of the aircraft builder, loses its strength, and so the X-2 is built mainly of stainless steel and a new alloy known as K–monel. To allow the aircraft to remain airborne for as long as possible it will be carried to some 30,000 ft. in a B-50 bomber and then released. Gliding test-flights have already been made in this manner.

Lieut.-Colonel F. Everest, of the U.S.A.F., who has been selected to pilot the X-2, has had his safety looked after in every way possible. His cockpit is pressurised and insulated against heat and the windshield will protect him against sunburn from infra-red rays. In an emergency at height the whole cockpit assembly can be jettisoned and lowered on a ribbon parachute until it is safe for the pilot to parachute in the normal manner to the ground.

With one of their first post-war research aircraft, the X-1, forerunner of the X-1A, Bell were the first to break the sound barrier ; now, the latest aircraft in the line is all set for another first—to carry man into the heat barrier.

A JET AIRCRAFT FOR SPAIN : The Spanish Air Minister, Lieut.-General Gallarza, is shown the cockpit of the Hispano HA-200-R1 jet aircraft. *Below*—**The twin-jet on its maiden flight.** This aircraft, the first jet to be constructed in Spain, is designed as a jet conversion trainer. Its two Turbomeca Marboré engines, housed in the nose and ejecting under the fuselage near the trailing edge of the wing, give it a maximum speed of just over 440 m.p.h. It carries two in tandem seats.

Above and on Left—

SUB-SONIC BUT SURE : The unorthodox M.L. Utility Aircraft, which incorporates an inflatable wing, is a strange intruder into the world of faster-than-sound aerial monsters. Designed as a family plane in a civilian role and for light communications work with the military, the aircraft has a top speed of 45 m.p.h. and can fly quite safely at 25 m.p.h. It will take off within 50 yards and in a head wind a landing run is negligible. It was designed by Mr. M. Lobelle, who was responsible for the Fairey Swordfish aircraft, which did valuable work during the early days of the war. The wooden fuselage has two seats and a 65-h.p. engine drives a pusher-type propeller. The wings can be inflated with a car pump, and a special safety valve ensures that they will not become distended or burst at high altitudes. The Ministry of Supply have ordered an initial batch of six aircraft to test their use for the Services.

THE CITY OF HISTORY AND ROMANCE WHICH SEEKS TO MOVE WITH THE TIMES : This aerial view of Venice from the south shows the island of San Giorgio Maggiore in the foreground. Beyond Venice itself are the cemetery island of San Michele, and Murano. At the extreme top right is the tip of San Erasmo. It is hoped that these islands will be connected b overland routes. The projected submarine tunnel will run along the north side of Venice with surface "stations" opposite San Michele and at the Arsenale dock area, extreme right

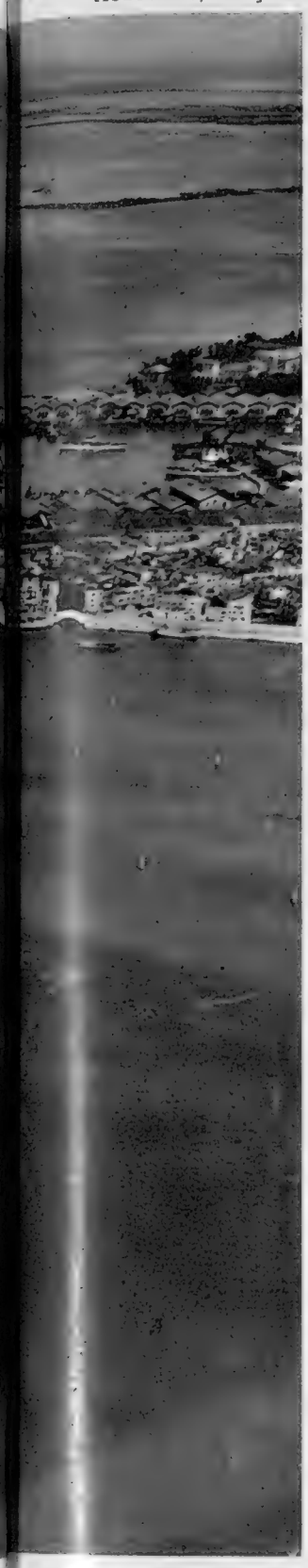
COMMUNICATIONS BETWEEN VENICE AND THE BIG TOWNS ARE ALREADY BEING IMPROVED : The viaduct and fly-over at San Giuliano, seen under construction, will be completed this year. It anticipates the increased traffic from across the lagoon to the mainland, and will link the Liberty Bridge from Venice with Porto Marghera, Mestre, and Trieste.

VENICE PLANS TO EXPAND

A Tunnel Beneath the Lagoon which will Link the City with Neighbouring Islands and the Mainland is the Most Important of the New Projects

As he lay dying, the great sixteenth-century historian and scientist, Fra Paolo Sarpi, thought of Venice the city of his birth, which he had served so faithfully "Esto perpetua" (let it last for ever), he exclaimed Those were his last words. But they are echoed ever to-day by all who have the welfare of Venice at heart, who love that motley array of islets at the head of the Adriatic One of them is Signor Eugenio Miozzi, whose plan to allow Venice to provide modern communications is not receiving serious attention.

The problem which faces the modern Venice is two-fold : how to deal with over-population, and how to move with the times economically. Obviously they are to some extent, interlinked. At present there are some thing like 350,000 people living in Venice, the bulk of them crowded into the comparatively small space which makes up the city. Yet Venice depends for its livelihood upon a large population. Even when the Doges were at the height of their power some 500 years ago the population



THE ANCIENT AND MODERN SIDES OF VENICE : In the foreground, the south side, is the Piazetta, with the tower of the campanile and the library on its left, and the Palace of the Doges on the right. Beyond are the five domes of the Cathedral of St. Mark. In the background, on the north side, is the Liberty Bridge which links the island across the lagoon with the mainland, the industrial town of Mestre and the port of Marghera.

THE ROUTE OF THE PROPOSED SUBMARINE TUNNEL: Starting from the bridge at left, the projected tunnel will skirt round the fish-shaped northern shores of Venice to the Arsenale, extreme right. Altogether it will be about six miles in length. The link with the outer islands will by-pass the chaotically crowded canals of Venice itself.

On left—
WHERE INDUSTRY WILL BOOM : A view of Porto Marghera, the industrial port of Venice, on the mainland. It will increase in importance if communications between the islands of the lagoon and the mainland can be improved.

was well over 200,000. Without a large population Venice cannot remain economically secure, so the first problem for the city's administrators is where to accommodate it.

Curiously enough, this problem is aggravated by the tremendous pride which the Venetian has in his city. He would rather live in a slum in Venice than in smart new apartments on the mainland. One solution is therefore to take advantage of the outlying islands of the Venetian lagoon, which historically are part of Venice. Notable among these are San Erasmo, which is more than half the size of Venice, Vignole and Murano.

These three islands are considerably underpopulated for one very good reason—lack of adequate communications. At present there is only one way of getting to the mainland. This is on the east side, by the Liberty Bridge from Venice to Mestre. The only form of transport between the outlying islands and Venice is by boat. Then the traveller to Mestre has to make his way laboriously through the crowded canals to the bridge on the west side of the city. It is not a prospect which a resident in one of the outlying islands likes to face.

Signor Miozzi, who was at one time chief engineer to the city council, has proposed a plan which gets to the root of this problem of communications. A road tunnel from the Liberty Bridge should skirt the north side of Venice itself. It would have to run beneath the lagoon, because there is no room for it elsewhere. There would be surfacing "stations" at three different points in Venice, from which it would be possible to embark or disembark on a boat to or from one of the islands.

At the same time, a series of bridges made by boats can link Venice with Vignole, San Erasmo, the western mainland, and the Lido. It would thus be possible to travel by road all the way from San Erasmo to Mestre in a fraction of the time it takes to-day by boat. The outlying islands, in fact, could become worthwhile residences for workers on the mainland.

The industrial city of Mestre and the port of Marghera are already contributing to the economy of Venice, but they themselves could expand if more manpower became available from across the lagoon. Prosperity would, in turn, come to Venetians who at the moment are all too dependent on the necessarily fickle tourist trade. Signor Miozzi's plan has the great merit of not being over-ambitious, but at the same time it would meet the immediate needs of the great city.

AT CLOSE QUARTERS : The American 6-metre *Llanoria* (83) and the British *Noresca* (9) are seen tacking during one of the races in this year's British-American Cup match in the Solent. *Marylette* (76), on the port tack, is here seen having to keep clear of *Royal Thames* (77) and *May Be VII* (87), both on the starboard tack. The Americans won the match in four straight races, Mr. Magnus Konow's *Llanoria* coming in first on each day.

THE BRITISH-AMERICAN CUP

America Won this Year's Match in the Solent for Six Metre Yachts in Four Straight Races

By UFFA FOX

Photographs by Beken, of Cowes

There have been British–American Cup races since 1921, when they were started by the Seawanhaka Corinthian Yacht Club, the Royal Yacht Squadron, The Royal Thames, the Royal London and the Royal Victoria Yacht Clubs. In the early races Britain managed to win, but of late years the Americans have generally been successful.

This contest has always been for the International 6-metre class, vessels some 36 ft. overall and 23 ft. 6 ins. on the waterline. Almost all are to the minimum beam allowed of 6 ft. and with a measured sail area of approximately 450 sq. ft. They are wonderful racing vessels, with great ability in light or heavy weather, and throughout this series (as others) there is very little to choose between the boats in speed through the water and sail handling. For example, I timed *May Be VII*, and on one occasion she had her spinnaker set and drawing within 19 seconds of rounding a mark, changing from close-hauled to a spinnaker run. Closely following her was *Marylette*, and her crew set their spinnaker in exactly the same time, 19 seconds.

Indeed, at times, the various British boats showed greater speed in sail-setting and handling, and were often sailing faster than their American rivals. But I would put down the Americans' success to their greater powers of concentration throughout the race and their sustained efforts from start to finish. This affected the issue more than anything else, for often, after hours of sailing, the boats would all be very close together, showing that the speed ability was much the same.

There was one respect in which our sails were superior to the Americans, with the exception of *May Be VII*, and this was that all our vessels had the latest cross-cut spinnakers, which set so much better than the old type. But when it came to real ghosting weather, *May Be VII* brought several wonderful sails out of the bag. In the first instance, she changed down to a very light genoa of normal size; but then, when the wind was too light for even this sail, she set a smaller one of the same material. In the faintest of airs large sails, although of the lightest materials, have too much weight in them to draw. The only thing left then to make them draw is to cut the area down, and this *May Be VII* did when the Solent sea was like a sheet of glass.

Another thing the Americans did was always to have rove off their slab reef lacing, so that immediately the breeze freshened enough they could flatten their sails by hauling on this line and so take some of the fullness out of their full sails.

Although the Americans won in four straight races, the contest was much closer than this might indicate. The wind throughout the contest was northerly and light and as this was across tide there was never any sea and the whole series was raced under the pleasantest of conditions round a Triangular Olympic-Type Course, of twelve miles two cables, using the full width of the Solent between Cowes and Lee-on-Solent.

Under these conditions the sailing was fairly uneventful, although tense, but on the Saturday, *Goose* was over the line at the start and fouled *Thistle* by bearing away on her in order to get back over the line. *Goose* retired immediately. Much later in the race the American *Llanoria*, on the port tack, hit *Thistle* on the starboard tack soon after rounding the last buoy of the first round. The fact that all these boats were so closely bunched so late in the race, shows how close the contest really was.

After hearing the evidence, the Committee disqualified *Thistle* and, had the decision gone the other way, Great Britain would have won this race. It was a most interesting protest: although *Thistle*, on the starboard tack, should have had the right of way, the Committee ruled that *Thistle* had tacked to starboard so close that she involved risk of collision as she had not properly gathered way on her new tack when hit. A difficult case to decide.

The next contest for this Cup will now take place in America as the contest has alternated between America and England for the last thirty-four years.

BRITISH-AMERICAN CUP MATCH, 1955

Race 1.	August 10.	America	35¼ points
		Britain	25 ,,
Race 2.	August 11.	America	34½ ,,
		Britain	26 ,,

Noresca (Britain) was dismasted in this race, and no race was held on the following day, to enable her to re-rig.

Race 3.	August 13.	America	31½ points
		Britain	23 ,,
Race 4.	August 14.	America	34½ ,,
		Britain	26 ,,

Mr. Magnus Konow's *Llanoria* (America) was the first boat home in all four races.

THE CONTROVERSIAL PROTEST CASE : These three pictures show what happened when *Llanoria* (America) rammed *Thistle* (Britain). After a protest *Thistle* was disqualified. *Top*—First stage. *Marylette* (76) leads round the last buoy on the first round. Behind, closely bunched, are *Ondine* (94), *Llanoria* (83), *Royal Thames* (77) and *Thistle* (72). *Centre*—The second stage. *Marylette* hauls her wind while the other three sail to windward of *Llanoria*. The mark boat is now hidden behind the four closely-packed 6-metres. *Bottom*—The third stage. *Thistle*, close-hauled on the starboard tack, is rammed by *Llanoria* on the port tack. *Royal Thames*, at right, is also on the starboard tack, while, at left, *Noresca* (9) and *May Be VII* (87) approach the mark. The Committee ruled that *Thistle* had risked collision by tacking too close to starboard.

PERSONALITY PARADE

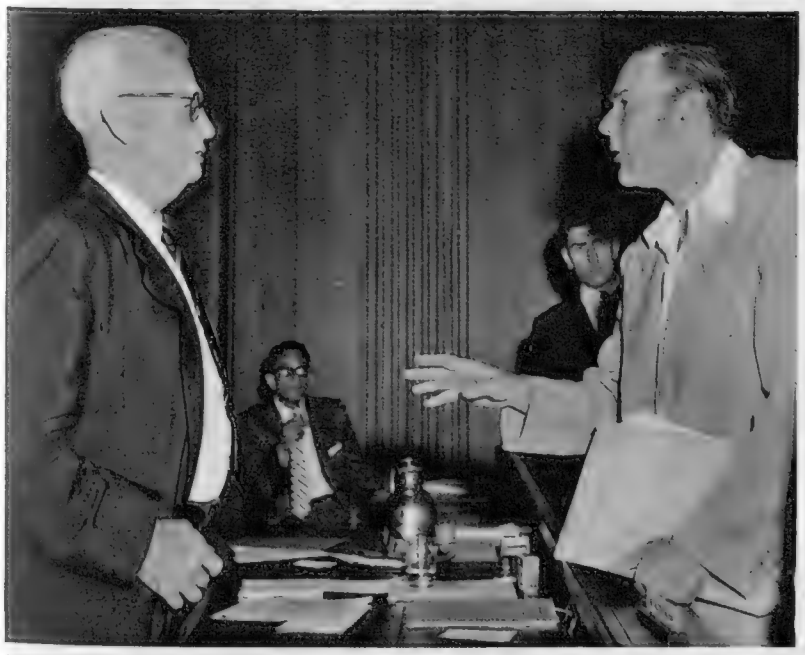
People who are in the News, and Some who Shun the Limelight, Recorded by the Camera in Britain, France and the United States

THE DUKE OF EDINBURGH'S SISTER ARRIVES IN BRITAIN TO SPEND A HOLIDAY AT BALMORAL : Princess Sophie, youngest sister of the Duke of Edinburgh, is seen at London Airport with her husband, Prince Georg of Hanover. They had arrived from Zurich to spend a holiday as guests of the Queen at Balmoral. The children with her are Princess Clarissa, aged eleven; Prince Welf, eight; Prince Georg, five; and Princess Friederike-Elisabeth, who was born last October.

On right—

A FRENCH MARQUIS AND HIS WIFE TO MAKE THEIR VOWS: The Marquis de Vogue and his wife are seen in a religious procession at Oizon, in central France. After being married for thirty-five years they have applied to the Pope for special dispensation to enter monastic orders. The Marquis will enter a monastery, and his wife a convent.

THE DUKE OF KENT ON THE RIVIERA : He is greeted by Miss Theresa Crossley, daughter of the late Mr. Anthony Crossley, M.P., on his arrival at Nice. The Duke of Kent spent ten days of his commissioning leave on the Riviera as the guest of M. and Madame Louis Camu at their villa at St. Tropez. Among those also staying there was a party of Oxford undergraduates, friends of the hosts' sons. This is the first time that the Duke has been to the Riviera. Earlier he had paid a visit to Ireland with his sister, Princess Alexandra.



MUCH ADO ABOUT SOMETHING?—"DON PEDRO" IS QUESTIONED ON UN-AMERICAN ACTIVITIES : Mr. John Randolph, the Broadway actor, who is seen wearing low side-boards for his current role in *Much Ado About Nothing*, faces Mr. Francis E. Walter, chairman of the House of Representatives sub-committee on Un-American Activities, which was meeting in New York. Mr. Randolph was one of a number of actors and actresses including Mr. Randolph's wife who refused to answer questions about relations with the Communist Party.

GALLI-CURCI IN RETIREMENT : Madame Amelita Galli-Curci, the toast of the Metropolitan Opera House in the 1920's, at her home near Rancho Santa Fe, California, with her husband, composer and accompanist Homer Samuels. Galli-Curci, who is sixty-five, retired in 1937, and has taken up painting as a hobby since her retirement. She was born in Milan, and established a world-wide reputation as a coloratura when she made her debut in Chicago in 1916. She joined the Metropolitan Opera in New York in 1919, and was acclaimed everywhere. Madame Galli-Curci made two tours of Britain, in 1924 and 1930.

GRIM TRAGEDY AND CHEERFUL FARCE

"Titus Andronicus" at Stratford; "Mrs. Willie" at the Globe

"THOU HAST NO HANDS TO WIPE AWAY THY TEARS": Titus Andronicus (Laurence Olivier) with his daughter Lavinia (Vivien Leigh) after her hands had been severed and her tongue cut out. This early Shakespearian play opened at the Shakespeare Memorial Theatre, Stratford-upon-Avon, last week.

A MARRIAGE IS ARRANGED: Saturninus, Emperor of Rome (Frank Thring), asks Tamora, Queen of the Goths (Maxine Audley), to be his wife. Titus Andronicus (Laurence Olivier) looks on scowlingly. The presentation of *Titus Andronicus* at the Memorial Theatre at Stratford is only the second major production of this little-known play in this country in the last 100 years. The production, as well as the designs and the music, are by Peter Brook. He found Titus Andronicus "horrifying indeed, but with a real primitive strength and achieving at times even a barbaric dignity."

On right—

A DUEL PREVENTED: Aaron the Moor (Anthony Quayle) prevents Tamora's sons Chiron, left (Kevin Miles), and Demetrius (Lee Montague) from fighting for Lavinia.

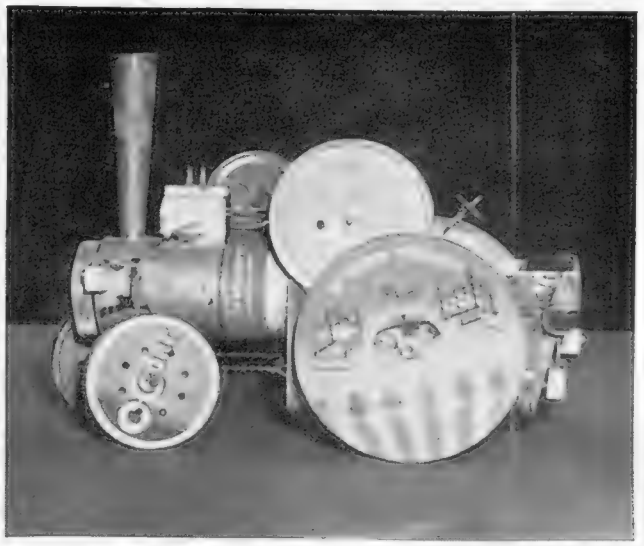
YVONNE ARNAUD RETURNS TO THE WEST END IN A NEW MELVILLE FARCE: As Ilena, right, Yvonne Arnaud ruminates on the possible misinterpretation of the word "affaire" as used in the drawing-room the previous evening. She finds a sceptical audience in Mrs. Gregson (Marian Spencer). This is a scene from *Mrs. Willie*, a farcical comedy by Alan Melville, which opened at the Globe Theatre in London last week. Wallace Douglas is the producer of this story of inconvenient memories. The settings are by Michael Weight.

AFTER DINNER IN THE DRAWING-ROOM—AN EMBARRASSING REMARK IS MADE: In this scene from *Mrs. Willie* are, from left, Paul (Terence Alexander), Jane (Ann Walford), Lord Allerdale (William Mervyn), Willie (Cyril Raymond), Mrs. Gregson (Marian Spencer), Ex-Queen Ilena, Mrs. Willie (Yvonne Arnaud), and Vitulescu (Carl Jaffé).

Models for Young and Old

"THE MODEL ENGINEER" EXHIBITION AT THE NEW HORTICULTURAL HALL, IN WESTMINSTER

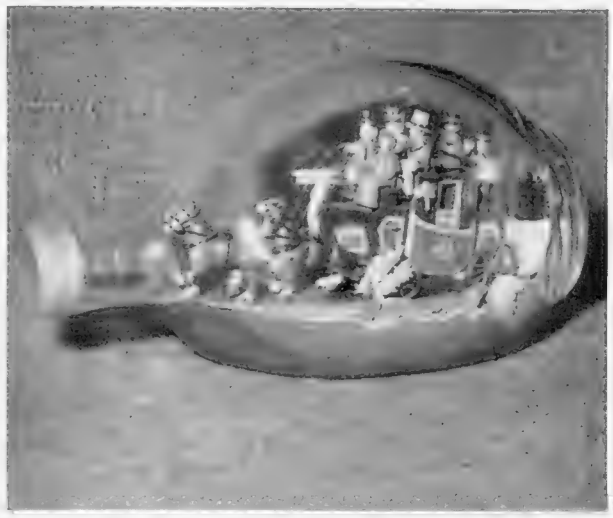
MODEL ENGINEERS PUT THEIR ART ON SHOW : Two young visitors to the Model Engineering Exhibition, which closes to-day, at the New Horticultural Hall, in London, admire a working model of an 1870 Mississippi paddle-steamer, the "Roarin' Jenny" built from scrap material by E. J. Rawlings and M. J. Bray, of Southampton.



A TIN-CAN TRACTION ENGINE : Left unpainted to show its various parts, this engine was made by Mr. J. C. Hool. It is designed to show that the model-maker need not buy expensive materials.

That model-making is a flourishing art is well demonstrated at the thirtieth exhibition to be held by *The Model Engineer* in London. There is, this year, a greater variety of models than ever before, exhibited by people whose ages range from thirteen to eighty and whose professions are anything between a doctor and a window-cleaner. As might be expected in an age becoming increasingly air-minded, aeroplanes are well represented, although the ship, which has attracted model-makers for many hundreds of years, still holds its fascination. Railways, with complete sets of accessories, are also well to the fore. Some of the greatest ingenuity is to be found in the engineering section. Here are many working models, most of them highly technical in construction, ranging from miniature internal-combustion engines to steam-driven working models of the highly intricate valve-action engine. Also represented at the exhibition are the firms who supply the model-maker with his tools and raw materials.

For the first time, the Model Engineering Exhibition incorporates a display of inventions assembled by the Institute of Patentees. Over a hundred inventions designed to make the not-so-simple things of life more simple, are on show.



MODELS BOTH IN AND OUT OF BOTTLES : The stage coach and horses, *on left*, was made by Mr. N. D. Brooks, of Luton. The scale model of a 1913 Morris car, *on right*, is the work of Mr. L. E. Tuck, an aircraft inspector, of Weybridge. It is exact in every detail.

A MECHANICAL ROWING-BOAT : Three interested youngsters watch a demonstration of the boat in the large water tank at the New Horticultural Hall. At a flick of a switch, the dummy sailor leans on his oars and rows smoothly across the demonstration tank.

A MINIATURE ORGAN WHICH TOOK FIVE YEARS TO BUILD : Seventy-year-old Mr. B. Willeter, of Brighton, tunes his model church organ in readiness for the exhibition. Made entirely at home, the organ has thirty-two keys and twelve pedal notes, which work 150 pneumatic motors in the pipes. It works on the same principle as a full-sized organ but also plays from a perforated roll of paper like a pianola.

The Home News in Pictures

SUMMER DAYS IN BRITAIN

The Rydal Sheep-dog Trials ; London's Country Show ; A Station for Sale ; Boating for Pleasure and Adventure ; And News from the Belfast Shipyards

SHEEP-DOG TRIALS IN THE LAKE DISTRICT : Watched by about 3,000 spectators, Mr. Ashton Priestley, of Bamford, Derbyshire, takes part in the Vale of Rydal Sheep-Dog Trials at Ambleside. Mr. Priestley, who last autumn made an exhibition tour of the United States with his dog Pat, was the winner of the International Trials at Blackpool. 90 sheep-dogs, 121 hounds, 41 terriers and 73 beagles took part in the Rydal trials.

THE START OF THE HOUND TRIAL OVER TEN MILES OF ROUGH MOUNTAIN COUNTRY : It was covered in thirty minutes and the winner was Dark Night.

HUNTSMEN MEET AT RYDAL : From left are Mr. J. Richardson, Huntsman of the Blencathra (his hound Driver was judged best hound at the show) ; Mr. A. B. Peck, M.F.H., Ullswater Foxhounds ; Mr. J. Wear, Huntsman, Ullswater, and Mr. W. Parkin, Huntsman, Lunesdale Foxhounds. *Below*—Winner of the National Qualifying Class was Mr. Joseph Wilson, a farmer, whose dog won with an almost faultless round. He is not interested in the National Trials and has not registered his dog with the National Sheep-Dog Society.

THE COUNTRY COMES TO TOWN : A general view of the display of flowers at the *Evening News* Country Show, which was held at Olympia, in London, last week. Prominent among the many features of the show were the activities in the arena organised by the Ponies of Britain Club. These included the first Show Jumping Championships for the under-21's. Other events were the dog show, including a parade of Kennel Club Champions, and a display of country crafts.

AN OXFORDSHIRE STATION IS UP FOR SALE : A general view of the disused station at Woodstock, showing the lines overgrown with weeds, which is to be sold. Approval for the sale has been given by the authorities of the Western Region of British Railways. The station buildings have remained empty since the Blenheim and Woodstock branch line was closed in 1954.

AN UNINTENTIONAL HOLIDAY ATTRACTION AT A KENT SEASIDE RESORT : An American Air Force amphibian plane from No. 66 Air Rescue Squadron is beached at St. Mildred's Bay, Westgate, after being holed during landing practice on the sea. It was towed by a Margate pilot boat to the shore, where it became a centre of interest for holidaymakers. An American helicopter swooped over the beach to signal holidaymakers to keep clear during the operation.

YOUTH AT THE HELM—A HOLIDAY SCHOOL ON THE NORFOLK BROADS : Boys from Hertfordshire schools take part in a six-day course on sailing and boat-handling in the Neatishead Channel, on Barton Broad. In the picture *on the left*, the boys are being taught boat maintenance and, *on right*, they are sailing with their instructors. The holiday school was organised by the Hertfordshire Educational Foundation, a private organisation which was formed in 1950. It is an amalgamation of educational charities, trusts and endowments in the county, which became obsolete after the introduction of the Education Act, 1944. The sailing course was instituted four years ago and about twenty-five schools take part each year. This was the second visit to Barton Broad and the particular course illustrated here was for sixth form boys, who were being given an instructor's test.

THREE "MICKS" SET SAIL FROM PLYMOUTH ON A 12,000-MILE VOYAGE TO NEW ZEALAND : Lieut.-Commander Richard ("Mick") Bailes, seventeen-year-old "Mick" Atkinson, and "Mick" Speirs, a former able seaman in the Royal Navy, are seen leaving the Devonshire port in their two-ton yacht *Jellicoe*. They expect their voyage to take about nine months and are sailing via Madeira, Antigua, Panama, the Galapagos Islands, Tahiti and Tonga. Lieut.-Commander Bailes, an engineering officer of Newcastle-on-Tyne, is making the voyage during unpaid leave. The trip, he says, is purely for amusement.

TAKING A WALK ON THE THAMES : Wearing a pair of water-skis of his own design, Alec Wozniak, a Pole, sets out from Battersea Pier to walk on the Thames to Westminster. He is watched by a group of interested spectators in a launch. Wozniak completed the journey in twenty-six minutes.

On left—**M.V. "DOLIUS" TAKES THE WATER AT BELFAST : The 7,800-ton motor-driven passenger and cargo vessel which Harland and Wolff are building for Alfred Holt and Co., is seen leaving the slipway after the naming ceremony.** This was performed by Lady Hobhouse, wife of Sir John R. Hobhouse (Partner, Alfred Holt and Co.). The new ship, which has a total length of about 485 ft., has a well-raked rounded stem. She will have a single funnel and there will be accommodation for twelve passengers.

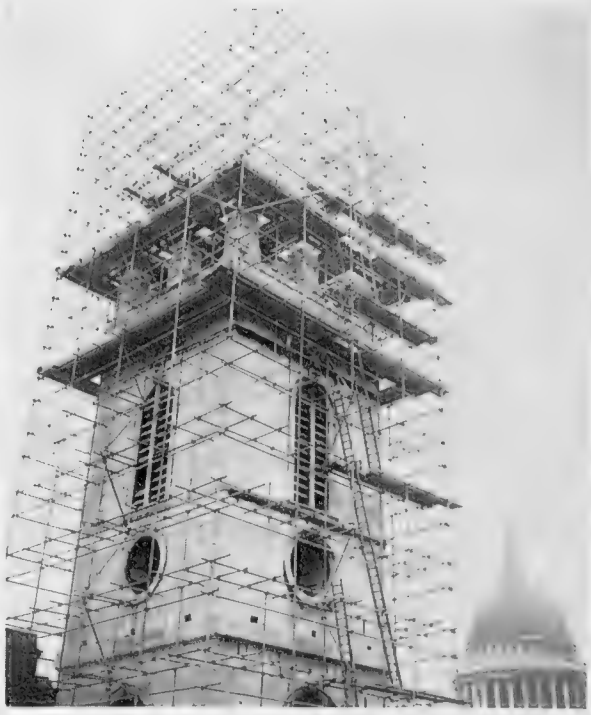
Above—

A NEW MOTOR-DRIVEN CARGO VESSEL IS HANDED OVER TO HER OWNERS : The M.V. *Foylebank* has been built by Harland and Wolff at Belfast, for employment in the general cargo services of the Bank Line. This line is managed by Andrew Weir Shipping and Trading Co. Ltd. The new vessel is the fifth of a group of six ships ordered from Harland and Wolff by her owners. With a total length of about 455 ft., the *Foylebank* has a gross tonnage of 5,671. There are four main cargo-holds.

LONDON'S FRENCH CHURCH RESTORED

The First Service in the Church in Leicester Square; a London Relic is being Restored; and the Appeal for a Saxon Church in Middlesex

ANOTHER LONDON CHURCH IS REBUILT AFTER WARTIME DAMAGE : The first evening Mass is celebrated in the partly-restored French church in Leicester Square, L'Eglise de Notre Dame de France. Present at the service was Archbishop Myers, Archbishop-Coadjutor of the Roman Catholic diocese of Westminster. Although the church was blessed for services on the previous day, it will not be officially reopened until October 16, when Cardinal Griffin of Westminster, and Cardinal Feltin, Archbishop of Paris, will take part in the service. In its extensive restoration after wartime damage, the architects have followed the same circular plan of the previous building. A crypt has also been built and this was opened for services in May last year. The cost of rebuilding has been about £160,000. Among the gifts which have been received is the Aubusson tapestry over the altar. Worked by a Benedictine monk, it depicts the Blessed Virgin Mary as a young girl.



A LONDON RELIC IS BEING RESTORED : The tower of the Church of St. Mary Somerset, in Upper Thames Street, near Blackfriars Station, is encased in scaffolding in readiness for its restoration by the City Corporation. Built by Wren in 1695, it is all that remains of the church which was taken down in 1871. At that time the remains of Gilbert Ironside (1632–1701), bishop of Bristol and of Hereford, and for twenty-five years Warden of Wadham College, Oxford, were removed to Hereford Cathedral. The proceeds from the sale of the fabric of the church were used to build another of the same dedication in Hoxton. That church was destroyed during the war. The tower of St. Mary Somerset now contains several rooms which are reached by a spiral staircase.

THE FIRST ADDRESS IN THE RESTORED FRENCH CHURCH : The pulpit is seen from the side of the church, close to the staircases which lead up from the ground floor.

On right—

A MIDDLESEX CHURCH IS IN NEED OF FUNDS : £2,000 is needed to restore the Saxon Church of St. Andrew, Kingsbury, which is claimed to be the oldest building in Middlesex. This picture shows the spire, which is to have a new cross at its summit. The old one was blown down. So far, the response to the appeal has been poor, only about £150 having been given in six months. There is also a promise of £300 from the Bishop of London's Reconstruction Fund. Despite the poor response, it has been decided to go ahead with the urgent repairs.

INSIDE THE LITTLE CHURCH OF ST. ANDREW, AT KINGSBURY : This is the view from the nave, looking towards the altar and showing the roof over the Sanctuary and Chancel. Some of the timbers of the church roof have had to be treated for furniture beetle. The Vicar of St. Andrew's is the Rev. F. G. Springford.

THE HOME FOR NEXT YEAR'S OLYMPIC GAMES NEARS COMPLETION : In the foreground is the transformed Melbourne Cricket Ground, which is to be the main stadium for the 1956 games. Beyond is Olympic Park where the swimming, diving, cycling, soccer and hockey will be played. Criticisms of Australia's arrangements for the Olympic Games, which were being made some time ago, have now died down and it has been officially announced that the stand being built around the cricket ground will be ready some five months before the games are due to start. Other critics who have said that Australia is too far away to be convenient have been confounded by the announcement by Sir John Lienhop, Victorian Agent-General in London, that a record number of entries is expected. Invitations to eighty-seven countries have been sent out and so far fifty-eight, including Russia, have accepted. The final figure is expected to be over seventy. This compares favourably with the record number of sixty-eight, which participated at Helsinki in 1952. Press interest, as always, is keen and Russia alone plans to send fifty journalists to Melbourne.

A HOME FOR THE 1956 OLYMPICS

Melbourne Presses Ahead with the Heavy Building Programme which Must be Completed Before November 1956

OLYMPIC SUBURB IS ADDED TO MELBOURNE : A complete village to house 6,000 athletes and officials is being built 7½ miles from the city at a cost of £A2,000,000.

THE SWIMMING-POOL AND FOOTBALL FIELD TAKE SHAPE : In the foreground of the picture, *above*, workmen are preparing the terraces which will accommodate 33,000 people around the soccer field and the training tracks. *On right*—The steel skeleton of the unorthodox design indoor swimming-pool, which is under construction at the new multi-purpose sports centre being built near the main Olympic stadium.

The Sphere of Travel

IN THE FOOTSTEPS OF BACCHUS

Suggestions for Those Wishing to Take Part in the Grape Harvest in France, Italy, Germany and Portugal

By GORDON COOPER

ALTHOUGH the months of September and October are dedicated to other gods, everything about them belongs to Bacchus. With his broad, laughing face and corporation worthy of Gambrinus, he has conquered with the aid of a power which has seldom been called in question. During the period of the grape-harvest he is indeed the ruler, feeding the mind and imagination, and creating dreams to circumvent reality. In the second book of the Georgics, Virgil delights to dwell upon the country games which cheered the season of gathering the grapes. He records with pleasure the rustic *saltarelli*, the songs, and the improvised farces in the golden sunshine of early autumn, the aroma of the grapes piled in tubs and wagons or being crushed in the millstones. Races were organised, there were standing jumps over wine-skins filled with the new wine ; and the men amused themselves by frightening the girls with rough masks made from tree bark.

To-day, these autumnal rejoicings are still kept alive, not only in Italy, but also in other wine-growing lands. There are the humble joys of pulling the bunch of grapes from its branch, and of pouring the wine from the rude flask of the new grape-mush. So, for those who would like to join in offering, without remorse, a small thanksgiving to the laughing God of the Thyrsus, I tender a few suggestions.

THE VINTAGE SEASON IN THE DOURO VALLEY, IN PORTUGAL : The presentation of the "ramo," a tree-branch adorned with bunches of grapes and coloured paper, which is offered to the owner of the "Quinta," or farm, after a merry procession when the last grapes have been gathered. *On right*—Led by a drummer and an accordion player, the men return from the vineyards with baskets of grapes.

There are various ways in which the traveller can take part in the annual harvest of the vineyards. First, there are the tours organised by the Wine and Food Society and the Circle of Wine Tasters, who time their expeditions to coincide with the *vendange*. The latter society, for instance, offers its members a long week-end luxury air trip to Bordeaux—October 7 to 10—at an inclusive price of 30 gns. A stout digestion is certainly advisable. Apart from wine-tasting on various famous properties, including the Château d'Yquem and the Château Beychevelle, there is, on the Friday night, a dinner at the Restaurant du Chapeau Rouge in Bordeaux. On the Saturday a *Déjeuner Gastronomique* at the Maison du Vin at Pauillac, is followed by dinner at the Restaurant Lagaillarde, Bordeaux—this restaurant has won the Grand Prix de la Gastronomie Française, and also the Grand Prix des Arts Ménagers, 1955. Then, on the Sunday, there is a *Déjeuner Gastronomique* at St. Emilion; dinner in Bordeaux is at the Salle du Comité Interprofessionnel du Vin de Bordeaux. At Pauillac the lunch is accompanied by a ceremony with full robes, during which certain members of the party will be made Commandeurs d'Honneur du Bontemps. You arrive back in the West End by one o'clock on Monday, in time for lunch and an afternoon's work at the office !

A less strenuous "Wine" Tour is offered by Tudor Rose Travel. They have departures on September 7 and 21, and October 5, for ten-day tours which take you to the Rhine and Moselle Valleys in Germany, and to Metz, Dijon and Rheims, in France. Then there are the yacht cruises on the Rhine provided by three travel agents : Cornelder's ; Yacht Holidays Ltd., and European Yacht Cruises Ltd. They provide opportunities for joining in the various wine feasts for which this part of Germany is famous.

The individualist may, however, prefer to choose one selected district and become more intimately acquainted with the harvesting of the grape there and the accompanying merry celebrations. At the risk of being criticised by more knowledgeable readers, I give some of my own selections—places where I know I would be happy and well content.

In FRANCE, outside the connoisseur districts, I would recommend the Loire and Alsatian vineyards. In both there is what I would describe as an informal atmosphere. What centre to choose ? In the Loire, I think, one that lies near one of the exquisite châteaux : Chenonceaux, for instance, which is my favourite. In the neighbouring village you can live like a king in the Hotel Bon-Laboureur, or even in one of the smaller country inns. Then there is the village of Vouvray, where the delicious sparkling wine, reminiscent of Champagne, matures in chalk caves. Or perhaps Saumur itself, sitting so snugly under its tremendous fortress.

The Alsatian vineyards are situated on the slopes of the hills that look out over the plain towards the Rhine. The very heart of the vineyards is Riquewihr, enclosed by ramparts : Riesling comes from the neighbouring sunny slopes. The Renaissance houses of the main streets, the cool courtyards, give it a delightful old-world air. But it is certainly not without rivals, both for picturesqueness and as a wine centre. Ribeauville, dominated by three ancient châteaux, is a fascinating old town ; Turckheim, a former Free City with three towered gateways (one complete with stork's nest), also has its Renaissance and seventeenth-century houses ; while for those who prefer the animation of a town, Colmar, with its winding streets edged with timber-framed houses, has a medieval charm rivalled by few other places of its size. The whole district, of tree-covered, rounded hills, of smiling slopes facing across the plain, of ancient villages built in a style quite their own, is far too little known to British visitors, though that, perhaps, adds to its undisputed charm.

In ITALY I would choose from the Cinque Terre, on the Ligurian coast ; Montepulciano, in southern Tuscany ; Orvieto, in Umbria, and one or other of the "Castelli Romani" near Rome. My first two suggestions are, however, for the sturdy individualist. The Cinque Terre consists of five small coastal villages. They lack all road links, but stand on the main railway between Genoa and Pisa. As the line runs through tunnels for almost the whole way in this corner of Liguria, the district is practically unknown and consequently unspoilt. This 15-mile stretch of coast is so rocky, so abrupt, and so waterless that even goats find it hard to climb its flanks ; yet men, through the centuries, have planted vines there, from mountain summit right down to the water's edge, and have extracted as excellent a wine as wines can be.

Kings and princes have "regarded themselves honoured when at their table the wine of Cinque Terre is served." Boccaccio cites this wine in his tales ; and I can only add that the Cinqueterre bianco has an exquisite bouquet, and that there is also a superior "Schiacchetra," made from the best white grapes. It cost me 6d. a glass recently in Corniglia, one of the Cinque Terre villages. Incidentally, the Antelan churches there are of considerable interest. There is adequate pension accommodation in Monte Rosso, and inns in the other four villages, but you could lodge in the near-by resort of Levanto or in La Spezia and travel by train to the Cinque Terre.

The red wine of Montepulciano is very famous, and it is delightfully aromatic with the fragrance of flowers. And how better to enjoy the grape-harvest than in this lofty town, surrounded by the lovely countryside ?

Orvieto at Orvieto is the best white wine I have tasted in Italy, even though elsewhere I have found it disappointing. As is the case with so many local wines, it is in perfect harmony with its birthplace ; remove it thence, it loses half its charm. How delightful it is to enjoy the gathering of the grapes in this ancient city with its glorious cathedral, described by J. A. Symonds as "a wilderness of beauties."

Lastly, in Italy there are, around Rome, the hills known as the "Castelli Romani." Frascati is one of the best known. Other notable Alban centres for wine are Marino and Gottaferrata.

Grape festivals (Sagre dell'Uva) take place in many Italian towns during the last week in September. Carts are decorated with vine-leaves, and there are dances in costume, song festivals and other jollities. They have their origin, of course, in pagan rites, survivals of the Bacchic feasts which had their dances, libations, and the dowsing of the sacred fire with cascades of wine.

In GERMANY, during September and October, there are wine festivals in all the picturesque little towns along the Rhine, the Moselle, Ahr, Nahe, Main, Neckar, Danube, and many other wine-growing districts. A list of these festivals can be obtained from the German Tourist Information Office.

"Bernkasteler Doktor" always brings a nostalgic glow to my heart, for in my adolescence it was the table wine of my family. The vintage festival at Bernkastel, a delectable spot, takes place from September 30. Then, in mid-September, there is the traditional sausage market linked with the wine festival at Bad Duerkheim and at near-by Neustadt (October 1–10) the election of the "German Wine Queen" for 1955. Mainz is another centre where the joys of the vintage are celebrated in gay and friendly fashion. (And, although not a wine festival, there is the famous October Beer Festival at Munich, with its processions and great fair.)

Somewhat further afield, in SPAIN, Jerez, one of the most attractive towns in Andalusia and the home of the sherry trade, is undoubtedly the best goal for the vintage pilgrim. Here, on September 11, 12 and 13, the Fiesta de la Vendimia is celebrated in great style. The first grapes are brought to the cathedral and, in front of the portico, solemnly trodden to the Glory of God. Afterwards, there are various festivities, games, exhibitions, bull-fights, and so on. The Spanish Tourist Office can supply further details.

The Douro Valley, in PORTUGAL, also goes extremely gay during the vintage season. During the cutting of the bunches of grapes, the workers sing to the accompaniment of a guitar ; and when the filled baskets are being taken to the wine presses the little procession is led by a drummer, and the singing is to the music of an accordion. There is more singing as the men and women tread the grapes, joyous with the strong wine fumes. Then, after the last grapes have been gathered there are often interesting traditional ceremonies.

USEFUL LONDON ADDRESSES

The Circle of Wine Tasters, 2A, *Duke Street, W.1.*
The Wine and Food Society, 30, *Grosvenor Gardens, S.W.1.*
Cornelder's Ltd., 114, *Shaftesbury Avenue, W.1.*
European Yacht Cruises Ltd., 172, *New Bond Street, W.1.*
Yacht Holidays Ltd., 85, *Buckingham Palace Road, S.W.1.*
French Government Tourist Office, 178, *Piccadilly, W.1.*
German Tourist Information Office, 6, *Vigo Street, W.1.*
Italian State Tourist Office, 201, *Regent Street, W.1.*
Portuguese Tourist Office, 20, *Regent Street, S.W.1.*
Spanish Tourist Office, 70, *Jermyn Street, S.W.1.*

NORWAY'S FJORD COUNTRY

A Holiday Centre Set Amid Spectacular Scenery

Written and Photographed by J. ALLAN CASH

ONE OF THE GRANDEST VIEWS IN NORWAY : Looking down on the gorge below the Hotel Stalheim, from which a road runs down to Gudvangen. The hotel is actually situated at the top of Stalkeims-Klev, an abrupt rock, 820 ft. high, at the head of Naerødal.

A QUIET SPOT FOR BOATING—HARDANGERFJORD FROM THE BRAKANES HOTEL AT ULVIK : The best-known of the Norwegian fjords, it lies south of Bergen and runs inland some 150 miles. Ferry-boats capable of carrying cars are in service on many fjords.

LOOKING DOWN ON FYSESUND FROM ABOVE ØYSTESE : This delightful spot, just off the Hardangerfjord, can be reached from Bergen during a holiday tour of Norway's fjord country. Bergen is a good centre for touring the country's southern fjords.

For the potential holidaymaker the fjord country of southern Norway offers many attractions. There is so much variety in the way of scenery that the choice of place will be the hardest task.

Bergen is a good centre for touring the southern fjord country. Travelling is easy and varied, but because of the mountains few roads lead direct to the resorts. Consequently there are many gaps which have to be filled by ferry. But this only adds to the interest, and makes all manner of trips possible. One important thing to remember when arranging a tour is that the summer season in Norway is short, and as hotels become full, reservations are advisable.

There are three main fjords in the southern, wide part of Norway. The Hardangerfjord lies south of Bergen and runs inland some 150 miles, with numerous branches on either side. Then comes the Sognefjord, longest of all, running some 200 miles inland from the sea. The Nordfjord lies further north still, and there are other, smaller ones in between. From nearly all these fjords mountains rise to 5,000 and 6,000 ft. Between the Sognefjord and the Nordfjord, on top of a vast mountain plateau, lies the largest icefield in Europe, with innumerable glaciers flowing outwards down every possible valley. Many are visible from the roads, yet in the fjords, in many places, bathing is possible from mid-June onwards, for it can become really hot in these sheltered inlets.

It is this combination of mountain, fjord, river and lake which makes Norway so attractive. Throughout the summer there is snow on the high mountains, so that ski-ing is possible in June, July and August, often in hot sunshine.

Accommodation includes mountain huts, tourist huts and small hotels. There are, of course, bigger and more luxurious hotels for those who want them, and pensions at more economical prices. Throughout, the quality is high and the prices reasonable. The Norwegians are good hoteliers and Norway is not an expensive country.

There are so many resorts in the fjords that it is difficult to select any for special mention. Balestrand, on the Sognefjord, and nine hours' journey from Bergen, is the largest ; quieter spots include Flam, Gudvangen, Øystese, Granvin, Kanpanger and Sogndal.

You can take your car to Bergen on the Bergen Line ships for little more than it costs to cross the Channel, and you will never forget a motoring trip in Norway, through the fjord country. The roads are narrow and winding and often dusty, but this is interesting, exciting motoring, through picturesque country.

SOLVORN, A LITTLE FISHING VILLAGE ON SOGNEFJORD : The village is situated on the west bay of the fjord, the longest in southern Norway, and is backed by mountains. High above a near-by village there is an 850-year-old "Stavekirke," the oldest in Norway.

ON THE HIGHEST ROAD IN NORTHERN EUROPE : A motorist pauses to admire the waterfall on the Sognefeld, where great mountain peaks tower above the ice-cap. The road runs from Skjolden to Lom, where there are more examples of the old "Stavekirkes."

The World of Books—By VERNON FANE

TOO LATE TO LAMENT

The Autobiography of Maurice Browne—"A Man of the Theatre"; Ludwig Bemelmans' Study of Lady Mendl; and Several New Novels

THE world of the theatre is an extremely specialised one, and yet it is a world in which the layman may well feel that he has a personal interest, since he is part of an actual or a potential audience and because without him the theatre cannot exist. Nature may abhor a vacuum, but no one takes quite such a poor view of one as a theatrical manager. It is not only, therefore, in the private lives of its favourite actors and actresses that the public is interested but in the mechanics of the business, and the personalities of everyone, from impresario to call-boy, always including the playwright himself. Mr. Maurice Browne was a man of the theatre from his youth to his recent death. Most of us remember him as the man who launched *Journey's End* on its immensely successful run, and others will connect him with the Chicago Little Theatre, or with the Arts Theatre Club in London, or with his own performance in *The Unknown Warrior*.

In the autobiography he finished shortly before he died, Maurice Browne wrote of all these ventures, but TOO LATE TO LAMENT (Gollancz. 25s.) is also the story of a man's life, his enormously varied interests, his loves and miseries, and his spectacularly wide swings between fame and anonymity; comfort and hardship; riches—he made £80,000 from his production of *Journey's End*—and poverty.

Wordsworth and Goldsmith were among his forbears, but in his own lifetime he numbered friends among the famous, the distinguished and the creative. Maurice Browne's stories of Granville Barker, of W. B. Yeats, of Rupert Brooke striding through Chicago "utterly unconscious of the world about him, for he is talking, talking, as only he can talk," Bernard Shaw, Paul Robeson: "his emotional power was terrifying," John Cowper Powys, Charlie Chaplin and scores of others, make not only theatrical but literary history.

As he wrote of himself, he knew towering success and crashing failure; intense suffering, intense remorse, intense joy. He wrote of them all in what seems to the reader to be a state of sustained emotion, so that at times his book is overwhelming in its impact and sometimes poignant. It would be the understatement of the age to say that he was a man of enthusiasms, for every fresh aspect of life and progress, as he interpreted them, set him off on a fresh and impassioned flight, often erratic but seldom half-hearted.

From the switchbacks of extreme feelings, passions, furies and regrets, to the urbanity of Mr. Ludwig Bemelmans' study of that tough and elegant little figure, Lady Mendl who, as Elsie de Wolfe, was one of the first and most fashionable of interior decorators. It was she, in fact, who started a trend which, some of us think, has now gone quite far enough. Lady Mendl was ninety years old and weighed 90 lb. when Mr. Bemelmans first met her, a day on which she was also to decide to address him thereafter as Stevie and to be addressed by him as Mother, an instance, perhaps, of a fine ironic sense.

TO THE ONE I LOVE THE BEST (Hamish Hamilton. 15s.) has an undertone of something other than filial sentiment, too, for this was the inscription that Lady Mendl chose for the gravestone of a favourite poodle. The author only knew the subject of his biography or, more exactly, his collection of episodes, in her later life, but it seems impossible that at any stage of her life she can have had more vitality than when she was launching great schemes from her Hollywood house during the war, or re-planning her Versailles villa immediately after it, or giving a party, or reminiscing about her *coups* (for Mother was a very astute businesswoman), or having psychic intuitions about jars of caviare. A tiny ball of fire, dressed by Mainbocher, clanking with jewels and whitely gloved, she made of her life as early as it is possible, what she wanted to make of it. She had been, she said, an ugly child and had grown up in ugly surroundings. Her determination, which proved to be a lucrative one, was to turn her own surroundings into beautiful ones, and to do this for as many other people as had the wit and the money to ask her.

Mr. Bemelmans is a candid but a graceful chronicler. He was, very evidently, *épaté* by the lady and by her taste for beauty and her zest for life. He has written of Lady Mendl as she would have enjoyed: stressing the graces, the luxury and the originality of her pattern for existence, but keeping an astringent sense of observation at work, as a balance to his ready affection.

I see that Mr. John Wain, the author of LIVING IN THE PRESENT (Secker and Warburg. 12s. 6d.), is thirty years old, a don, a critic and a poet. He is also, as I recommend you to discover for yourselves, a novelist of some brilliance, an observer of mankind with an inspired eye for the eccentric, the tender, the lethargic or the grotesque, and a wit sharp enough to make the reader laugh aloud. I have enjoyed this new novel of his, which is his second so far, immensely, and relished more of his turns of phrase and his bright, inventive analogies than I could possibly quote here.

The principal character of this story is a young schoolmaster, disillusioned both by his employment and his love life, who, in the opening sentence, decides to commit suicide and, as an afterthought, to murder the most obnoxious person of his acquaintance before he takes himself off. This is to be his present to life, a gesture, not of rebellion or bitterness but of affection towards the great mass of humanity who would be far better off without the presence of the chosen—and odious—victim. He finds him easily enough, a neo-Fascist of deplorable morals and repellent appearance, and then he has to set about manufacturing his opportunity.

This situation could only appear morbid to people who have not yet read the book. In fact it produces a series of incidents which are sometimes hilarious and always conceived with an appreciation of the visual. One can *see* the wretched Edgar attacked by loathsome English children in a French train, submitted to the reading of Scots dialect poems, terrorised by the vagaries of Italian-Swiss bus drivers, confused between a simple impulse of love and a desire for Machiavellian plotting, and in a hundred other fixes, all credible at the time of reading and nearly all as funny as anything that has been written in this year of grace.

A GERMAN ECONOMIST AND BANKER COMES TO LONDON TO LAUNCH THE PUBLICATION OF HIS MEMOIRS IN BRITAIN: Dr. Hjalmar Schacht arrives to attend a Press conference held in honour of the publication of *My First Seventy-Six Years*, which is being published by Allan Wingate. In a speech at the conference he said that a trade recession beginning in the United States and spreading to Britain and then to Germany and other highly industrialised countries, was inevitable. Although he would make no estimate about how long it would be before it came, Dr. Schacht, when questioned on Germany's economic position, said he thought the present inflationary tendencies would follow the same trend as in Britain.

VALLEY OF THE VINES (Eyre and Spottiswoode. 12s. 6d.) is as different as a novel could well be, from the one I have been discussing but, such are the rewards to the reader of fiction, just as capable of standing on its own merits, which are those of good story-telling, of a real feeling for place, and of a healthily romantic invention. The scene is South Africa and, in particular, the beautiful Constantia Valley, not far from Cape Town, where good wine is made, and where the solidly-built houses of the old Dutch settlers have their own charm and dignity.

Lady Packer writes with a life-long knowledge of South Africa which, in itself, gives the book a sympathetic authenticity and, more important, perhaps, from the novelist's point of view, with a spontaneous ability to create plot and character and enough tension to carry the reader on from chapter to chapter with that age-old desire to see what happens next. Only the born teller of tales can provoke this feeling, whether he, or she, writes detective stories, novelettes, psychological studies or *War and Peace*. It is an admirable and irreplaceable talent and, in some measure, it is present in Lady Packer's writing, and in her romance of present-day South Africans reacting to old traditions.

Signor Mario Soldati, whose novel has been translated from the Italian by Mr. Archibald Colquhoun, has written of a contrast which the cynical might regard as piquant, and the more simple as tragic, in his tale of a young American couple who meet in Italy, marry when they get back to the United States, and later return to Italy together, to discover that, since before their first meeting, each had passionately loved another person whose influence still colours their lives.

THE CAPRI LETTERS (Hamish Hamilton. 12s. 6d.) is, in fact, the story of two pagan spirits in two puritan bodies; an unhappy trick of fate which Signor Soldati has treated without banality and with considerable sensitivity. The young American is an art historian with a job in U.N.E.S.C.O., and a passionate obsession with an Italian prostitute, who is a good enough girl in her way. His wife appears fragile, delicate of perception, almost prim, and she is as crazily and earthily in love with a good-looking but unremarkable Italian youth. Wholly apart from this background of violent sensuality, the couple have real affection for each other, in a necessarily cool way, and in the end their problems are settled, if not solved, in one instance tragically, and in the other by complete anti-climax.

THE VERANDAH ROOM (Eyre and Spottiswoode. 12s. 6d.) is another study of the private lives of a young married couple, this time English and living in Nairobi. They are nice enough people and almost too life-like in their ineffectualness. To them appears, very much in the manner of the Demon King in pantomime, a man whom they accept in their house as a paying guest and who sets about, with deliberate perversity, the malicious business of breaking up their marriage. Miss Lavender Lloyd writes sympathetically of their quandary—their effect on the reader is too colourless to make their possible fate a tragedy—and pursues them through their ups and downs with a kind of gentle implacableness. There is no false note throughout this novel, which is penetrating and convincing on its own scale and on its own chosen minor key.

If the heroine of Miss Lloyd's novel is sketched in pale colours, Mrs. Ann Stafford may be said to have taken as nearly as possible a blank outline for the girl in her story, BLOSSOMING ROD (Hodder and Stoughton. 12s. 6d.), which describes the psychological stunting of a Mother's Only Child. After a frightening incident during an air raid, Evelyn is unable to move one of her hands, and this in spite of its being physically sound, and in spite of prolonged sessions with psychiatrists. A quack medium makes some improvement, but she remains passive to the point of sub-normality until the young man to whom she has been engaged returns after years of absence abroad, and they marry.

(Why he should choose to marry this invertebrate creature it would, perhaps, be unkind to ask.) All goes as smoothly as a bowl of gruel till the long-hoped-for baby arrives and is tactless enough to be a girl instead of a boy. Within a matter of hours that hand is once more inert and so, to all intents and purposes, is Evelyn. The quacks take over again, with even less success, the marriage teeters over the rocks, and it is not until Evelyn has a profound spiritual experience during a visit to the Friars at Aylesford, whose history is interwoven, in separate episodes, with the contemporary domestic story, that she is finally cured and becomes, for the first time in the course of the book, anything like a vital and possibly attractive human being. Although they form only a fraction of the book's length, I greatly preferred the passages that dealt with the founding of the community at Aylesford, and its vicissitudes from 1241 to the present day.

VAMP TILL READY (Gollancz. 10s. 6d.) is the detective story of the week, a brisk and bloodthirsty exposition of how murder may be done in Manhattan, and in the highest musical circles. This is Miss Terry Rieman's first novel and it demonstrates not only that she knows her New York, its TV and radio set-ups, its bigger hotels and plushier apartments, but that she can write a very neat piece of fiction in the contemporary transatlantic idiom.

A SHORT SURVEY OF OTHER PUBLICATIONS

Emile Zola's *La Joie de Vivre* is one of the least-known of his books to English readers. A psychological study of the will of man to live through misfortune and anguish, it is written with unusual calmness. It was conceived when Zola had entered a stage of acute depression, following the great successes of *The Dram Shop* and *Nana*, and is the most nearly autobiographical of his novels. Under the title ZEST FOR LIFE (Elek Books. 15s.), it has been republished in an excellent translation by Jean Stewart.

THE MIRROR OF CONRAD, by E. H. Visiak (Werner Laurie. 16s.), is the story of the great novelist, from his birth at Berdicev, in Poland, up to the year when he left the Merchant Navy to devote all his time to writing. Mr. Visiak sees Conrad's life as two water-tight compartments—his life at sea as a sailor and his life on land as a writer. The second phase he intends to make the subject of another book.

The story of a family who lived in a caravan for two years and saved enough money to buy a more conventional home is told by Sylvia Duncan in WE LIVED ON WHEELS (Rich and Cowan. 15s.). Their travels through France and Italy provide material for an entertaining account of a modern design for living. The book is illustrated with excellent photographs from the family snapshot album.

Mr. Donald Mackenzie has written his autobiography in FUGITIVES (Elek Books. 12s. 6d.). Soon after leaving Winchester Prison in November 1954, Mr. Mackenzie was telling a detective-inspector that he intended to "Write about crime instead of getting mixed up in it." This story of a man, born of well-to-do parents, who spent twenty-six years of his life as a racketeer, thief, "con" man and black-marketeer, takes the reader on a tour of Europe's capitals and America with visits to Sing Sing, Wandsworth and Winchester gaols.

PANTHER HEAD, a cape on the southern coast of Africa, was named after a German gunboat. It is also the title of Lawrence G. Green's latest book, published by Stanley Paul (16s.). The story is a fascinating one, covering a hundred years and a thousand miles of coastline. Here is an account of the bird islands off Southern Africa, the men who live on them and the teeming millions of the birds.

SUN, SEA AND SKY (Victor Gollancz. 16s.), by Irving P. Krick and Roscoe Fleming, tells us what causes that never-failing topic, the weather. The subject may intimidate the common reader with its necessary complement of diagrams showing lines of pressure and storm tracks, but here, dealt with by a distinguished meteorologist and an experienced writer, it provides absorbing material, easily assimilated by the layman.

There's no substitute for a LAND-ROVER

Ferrying men and materials over the scarred and pitted surfaces of a building site . . . towing loads of two tons up and down rutted country lanes . . . acting as a personal runabout for farmer or factory manager . . . these are but a few examples of Land-Rover versatility. And when fitted with centre or rear power take-off, the vehicle can become a mobile power unit or stationary engine. No wonder Land-Rovers are busy making mole-hills out of mountains in almost every country in the world.

Four-wheel drive won't take 'No Road' for an answer!

86" Wheelbase Standard Model with detachable hood and side screens.

Photos by courtesy of the R.T.S.C. Group.

- FOUR-WHEEL DRIVE
- EIGHT SPEEDS FORWARD AND TWO REVERSE
- SPECIAL LONG-LIFE ENGINE FEATURES
- TOWS A 2-TON LOAD WITH EASE

MADE BY THE ROVER CO. LTD · SOLIHULL · BIRMINGHAM also DEVONSHIRE HOUSE · LONDON

CVS-145

"Really, Hugo, this is not exactly the weather to play at Space Men, even if we ARE *on the icy slopes of the Purple Planet. And think of your little sister's gold-fish—swimming around in Mr. Hawkins' sink... Hawkins! Can you hear me loud and clear? Message begins... Bring two large glasses of Rose's Lime Juice, one with gin Strength Three!"*

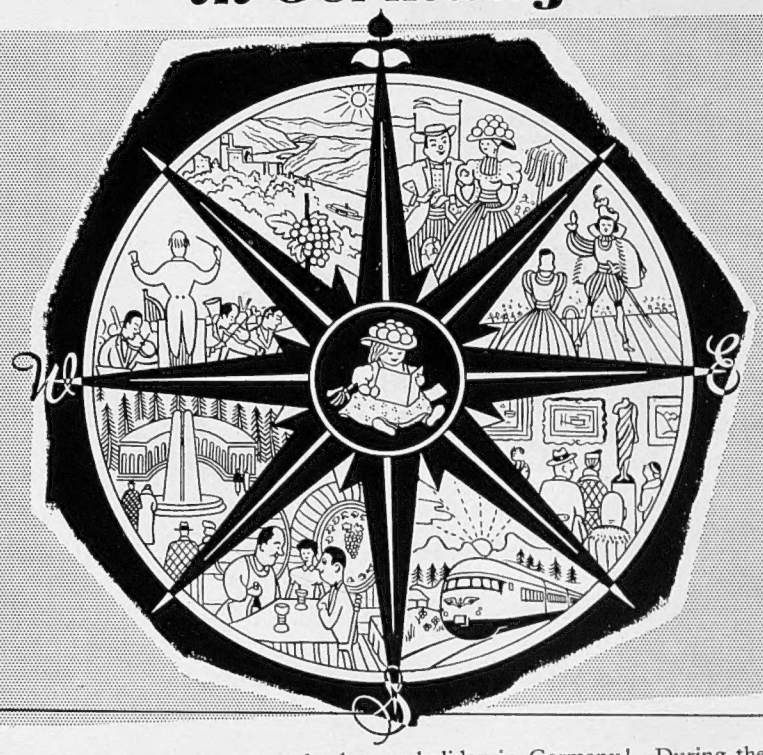
ROSE'S LIME JUICE

for Gin and Lime

SHORT DRINK: ⅔ *Gin,* ⅓ *Rose's Lime Juice*

LONG DRINK: *Fill up with soda*

Any time is travel time in Germany



It's certainly not too late to book your holiday in Germany! During the long sunshine hours of September and October, fun and hospitality continues with colourful vintage festivals, folklore pageants, lake and river cruises, also famous music and Opera performances. Thrift Season travel costs even less in Autumn. For details apply to any recognized Travel Agent.

Further advice and brochures obtainable from:

German Tourist Information Bureau

6, VIGO STREET, REGENT STREET, LONDON, W.1. GROsvenor 7566

Queen of Scots

HIGHLAND QUEEN

SCOTCH WHISKY

Established 1893

MACDONALD & MUIR LTD. DISTILLERS LEITH SCOTLAND

Fly to Germany by

LUFTHANSA

GERMAN AIRLINES

Book through your

LOCAL TRAVEL AGENT

OR LUFTHANSA, 117-119 REGENT ST., LONDON, W.1

TELEPHONE: REGENT 1501

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

For a late holiday

RHINE FESTIVAL CRUISES

m.s. LORELEI

September and October 12-day Holidays to the Wine Harvest Districts via Rotterdam, Dusseldorf, Konigswinter, Boppard, Rudesheim, Wiesbaden, Coblenz, Cologne and Arnhem.

From London and back £36. 10s.— all inclusive. SEPTEMBER 2, 12, 23. OCTOBER 3

THE RHINE CRUISES CO.

114 SHAFTESBURY AVE., LONDON, W.1.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

THE ALL-BRITISH

Conway Stewart

the Pen with the Marvellous Nib!

Gives character to your writing

PRICES 12/9 to 45/-

You can tell a Vantella!

There's no mistaking the much sought-after Vantella. Notice its well-bred **Van Heusen** collars and cuffs. Notice its generous room in the chest, its coat-style cut. And notice its surprisingly lenient price—only **49/-**

VANTELLA *Regd.*

(with **Van Heusen** *Regd. collars and cuffs)*

The perfect shirt—made by **Cotella**

Pattern-card from A/M COTELLA, 1 LONG LANE, SE1

2G

Overseas Visitors

Within bow-shot of Eros—
at Ford Motor Company Limited,
88 Regent Street, London,
REGENT 7272—you can find out
how to see Britain in a car
of your own. Ask for details of
the 'Visit Britain' Plan.

CARRY YOUR BAG SIR ?

PLAY Golf—don't WORK carrying clubs!

Bag Boy exclusive features include :— Precision-engineered in rust-proof dural aluminium. Weight on pneumatics 10¼ lbs. Non-slip adjustable Rubber hooker handle. Non-scratching aeroplane shock cord attachments. Adjustable Bag Clamps. No Bolts or Screws to lose. Folds in 6 secs. Ground plate to keep bag clean. Independent suspension. 25" wide track. Low centre of gravity. Tyres 12"×1¾" either Dunlop PNEUMATIC or AIR-CUSHIONED or HUGHES HOLOMATIC.

BAG BOY

GOLF CART—THE CHOICE OF OVER 200,000 GOLFERS

Bag Boy MASTER DE LUXE Die cast base plate and fork brackets : improved stronger suspension spring rods : die cast handle locking nuts : Cigarette holder on handle : including P.T. **£11 · 16 · 3**

Bag Boy DE LUXE including P.T. **£9 . 10 . 8**

AFTER PLAY FOLDS AWAY to size 34"×12"×9" fits standard locker.

U.K. *Manufacturers & Exporters* **A. C. CARS Ltd.** THAMES DITTON, SURREY

IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

"CAN you," a reader asked me, "give me the name of an hotel where I can enjoy unostentatious luxury ? That is to say, I do not want a huge place where I am judged by the amount of wealth I have on my back, but where I can enjoy every comfort, ring a bell and be sure of receiving efficient and pleasant attention and be generally pandered to." The answer was on the tip of my tongue before she had barely finished speaking . . . Cooden Beach Hotel, near Bexhill-on-Sea.

In its country-house characteristics, decor and design, it is quite unlike any other hotel at which I have stayed. Every double room has its private bathroom, and more than the usual toilet etceteras. To fault one's bedroom I defy the most critical—the lighting is perfect, detail and thought is apparent everywhere.

Downstairs the skilful use of colourings, coupled with soft lighting, contribute to that feeling of unostentatious luxury. I have used the phrase "deep-seated comfort" before, yet nowhere can it be so well applied as at Cooden Beach Hotel. The only time you sit up, and then with enjoyable expectation, is in the dining-room, where there is choice, there is plenty, and kitchen and dining-room personnel combine to give skilled and unobtrusive service.

In the congenial atmosphere of the cocktail bar one is quickly familiar with the Cooden way of life. Golf on the Cooden course (the first tee is but three minutes stroll), tennis and squash at the Country Club half-a-mile away, sea-bathing at the garden gate, or exploring the hinterland of Sussex and Kent, so rich in historic and scenic interest. Open all the year, central heating throughout takes care of inclement weather, and last, but by no means least, is the unflagging interest of the resident manager, Mr. R. Bannister, who—though his name is not Roger—is very quick off the mark on any point which will contribute to one's feeling of unostentatious luxury.

Of course, it may be that my enquirer would have preferred a country hotel. If so, Greenway Hotel at Shurdington, outside Cheltenham (off the Stroud road), to which Mr. and Mrs. V. A. Austen devote so much personal attention, fits well into the picture. The memory of a recent visit is still green with me . . . to the welcoming reception, the luscious afternoon tea served in my bedroom while I unpacked, and the extravagant outsize in bath towels in my private bathroom are pleasant memories. I recall, too the perfectly cooked dinner served in delightful surroundings, and the profusion of fresh flowers that adorned the hotel as a whole.

Which other hotels fit in to this theme? They are few, they are scattered, and, for the most part, concern those once private homes which have been converted into hotels. Surely that lovely mansion Petwood Hotel, at Woodhall Spa, fits into the category of "unostentatious luxury." To tread its lovely lawns, to sleep in one of its private suites, to dine with all the pleasures of the table for one to command, is an unforgettable experience.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Ingram House, 195 - 198, Strand, London, W.C.2.

BIRCHINGTON-ON-SEA. THE BERESFORD

Science may progress, but Nature still provides Thanet with the healthiest air in Britain. So come for a tonic at this fine hotel, private sea promenade, dancing, tennis and squash. Renowned for courtesy and cuisine. R.A.C. and A.A.**** Tel : Thanet 41345.

BOURNEMOUTH. CARLTON HOTEL

A.A. 5 Star. Well spoken of always, for Service is the keynote. Situated on the East Cliff and facing full south, enjoying both sunshine and sea views. 150 bedrooms and suites. Lifts. Central Heating. Excellent garage facilities. Tel. : 6560.

CIRENCESTER, Glos. STRATTON HOUSE HOTEL

For both sport and country. Squash, Golf, Tennis, all close at hand. A Cotswold countryside rich in scenery and a lovely Cotswold Manor, comfortable, warm, and renowned for its cuisine and cellar. Tel. : 835.

NR. EDINBURGH, GULLANE. GREYWALLS

The only dour thing about this hotel is its name, for comfort and hospitality abound in this lovely Lutyens house. Within easy reach of city, first-class Golf, private Tennis Court, lovely Garden. Licensed. Brochure from Lieut.-Colonel J. Weaver. Tel. : Gullane 2144.

BRITAIN'S FARTHEST SOUTH

Not had your holiday yet ? Wondering where to go ? We at

ST. BRELADE'S BAY HOTEL

in the delectable CHANNEL ISLE OF JERSEY, have a ready-made answer, for we face the sands and sea, and Summer is ever loath to leave us. Tel. : Southern 1, or write for brochure.

LONDON, N.W.4. HENDON HALL

First-class Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine ; fully licensed ; phones all rooms ; suites with private bath. Hard Tennis, Putting, Billiards. Adjoins Hendon Golf Club. Hendon 1456.

A perfect holiday in sunshine or shower at

MATLOCK. SMEDLEY'S HYDRO

in the heart of Lovely Derbyshire. The Booklet of Smedley's will be gladly sent on application to The Manager, Smedley's Hydro, Matlock. Open to mid-September.

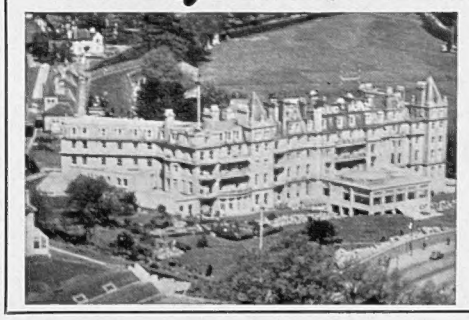
SIDMOUTH, BELMONT HOTEL

Best in its own class ; is in tune with this sunny South Devon resort. Refined and unostentatious. No music, dancing or cocktail bar, but fully licensed. Famous for catering and comfort, it ever keeps abreast of the times. Tel. : 1555.

SIDMOUTH. VICTORIA HOTEL

Facing sea. Food you will enjoy. Breakfast in bed. Telephone and rediffusion radio by your bedside. An attractively furnished room ; a superb bed. Dancing, Golf, Bridge, Putting, Cocktail Lounge, Billiards. Come and be spoilt ! Tel. : 951.

TORQUAY. GRAND HOTEL



For your late Summer holidays

Facing full South, overlooking Torbay, with tennis, squash, golf and dancing all free to residents.

Write O. R. Paul.

Tel. : 25234.

ROYAL TUNBRIDGE WELLS. THE SPA HOTEL

Faces the south and the sun, 400 ft. up in 65 acres of parkland. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel. : 20331 (3 lines).

WESTONBIRT, Nr. Tetbury, Glos. HARE and HOUNDS HOTEL

Enjoy the Cotswolds by staying at this aristocrat of hotels, where catering, comforts and the personal touch are distinguishing features. Res. Director N. V. Price. Tel. : Westonbirt 233.

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL

One of Britain's best-run Country Hotels, only 30 mins, from London's West End. Own Swimming Pool, Sporting Golf Course, Tennis, Squash, Dancing, Billiards, Bowls—all free to residents. 60 acres grounds, 150 rooms (many with private bath) ; self-contained suites. Moderate inclusive terms. Brochure. Weybridge 1190.

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, AUGUST 27, 1955. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.